THE WORLD'S GREATEST KUSTOM KULTURE MAGAZINE

GNARLY MAGAZINE

80 PAGES OF AWESOMENESS!

Plus! PULLOUT POSTER

FALL 2022 #16

DAVE HOPSON'S "5T7"

THE WEIRD ART OF NAT BIRIBA

CHOPPER STUFF!

BUILDS AND PAINT WITH...

CHEMICAL CANDY CUSTOMS

JASON OCHOA

FEATURED ARTIST

FRANNY DRUMMOND

OF PAINT ZOO STUDIOS

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Sticker Jesus Abides

And He makes stickers.
The best, I've been told.
He makes banners, too.
Both small and bold.
But rhyming isn't His gig,
So He considers the last
few lines to be as gold.
Sticker Jesus is here to
help, to create stickers
and products that you
need, not to sell you on
shit you do not. Even if
He cannot make it for
you, He will give advice
and help anyway.

Check out the folks below,
give them a look and a follow.
We can all make this work
for us, no matter the hustle,
we are all in this together.
Independent but united
makes the struggle
much less hollow.
(told you rhyming isn't His gig)

@kenzof11 @hijinxapparel
@njbottomdwellers
@seaandcedarcollective
@allwegotisloud
@pineytribe @villainarts
@eighttwelveinc @villainartstattoomagazine
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A LETTER FROM THE OWNERS

Gnarly Magazine first hit newsstands with issue #14. One month later, the pandemic and lockdowns hit hard, and completely crushed our business (and many others, of course). I did my best to squeak out another issue but missed the publication deadline, and it turned out that my lifelong dream of being on newsstands was a one-and-done deal. I mean, the stores were all shut down anyway, so what did it matter even if I did get issue #15 out on time?

Two years later and we are freakin' back, baby!

We got knocked down pretty hard, but you can't keep something so gnarly down for long. And we're coming back so much bigger than before. You'll notice that this issue packs a mean punch, with 80 pages of oversized awesomeness! What you can expect from Gnarly Magazine (assuming MonkeyPox® doesn't kill us all) is a lot of kustom kulture content. You'll see features on pinstripers, sign painters, motorcycles, hot rods, kustom builders, kustom painters, tattooers, and a whole slew of creative and badass inspirational creations.

And, for those who don't know, Hotrod Chuck is now a Gnarly Magazine co-owner. A military veteran and a force to be reckoned with in the hot rod world. Chuck has his hands in multiple hot rod brands such as Cheater Slick Culture, Rod & Style, Speed and Kulture Magazine, and Model T Obsession. So, in addition to all of the cool choppers you're used to seeing here in Gnarly, Chuck will make sure that hot rods and rodding culture will be well represented in the pages of Gnarly Magazine moving forward. We'll let Chuck say a few words down below.

Let me sign off now by simply saying that Gnarly Magazine is more than just a magazine, it's a kustom kulture lifestyle. And it's good to be back.

—Johnny VonGnarly

I first spoke to Johnny a few years ago about Gnarly because I wanted to sell the magazine at shows when I was vending for some of my other brands that he mentioned above. When the pandemic hit, all shows stopped, and all of us took a hard hit, Gnarly Magazine really taking the hardest hit with the pandemic shutting down book stores. Johnny made the ultimate sacrifice and had to stop printing Gnarly Magazine, which I know was not an easy decision for him.

Fast forward two years, and Johnny calls me and asks me if I want to help bring Gnarly Magazine back, without hesitation I was in, and here we are! Gnarly Magazine is truly the greatest Kustom Kulture Magazine out there, and I am excited to bring in hotrods, kustoms, and other great rides into Gnarly Magazine.

The future is bright for Gnarly, so thank you for all the support in bringing Gnarly Magazine back, and helping us keep the kustom kulture lifestyle alive!

—Hotrod Chuck

Gnarly MAGAZINE

ISSUE #16 - FALL 2022
OCT / NOV / DEC

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Visit GnarlyMagazine.com to subscribe to the world's greatest kustom kulture magazine!

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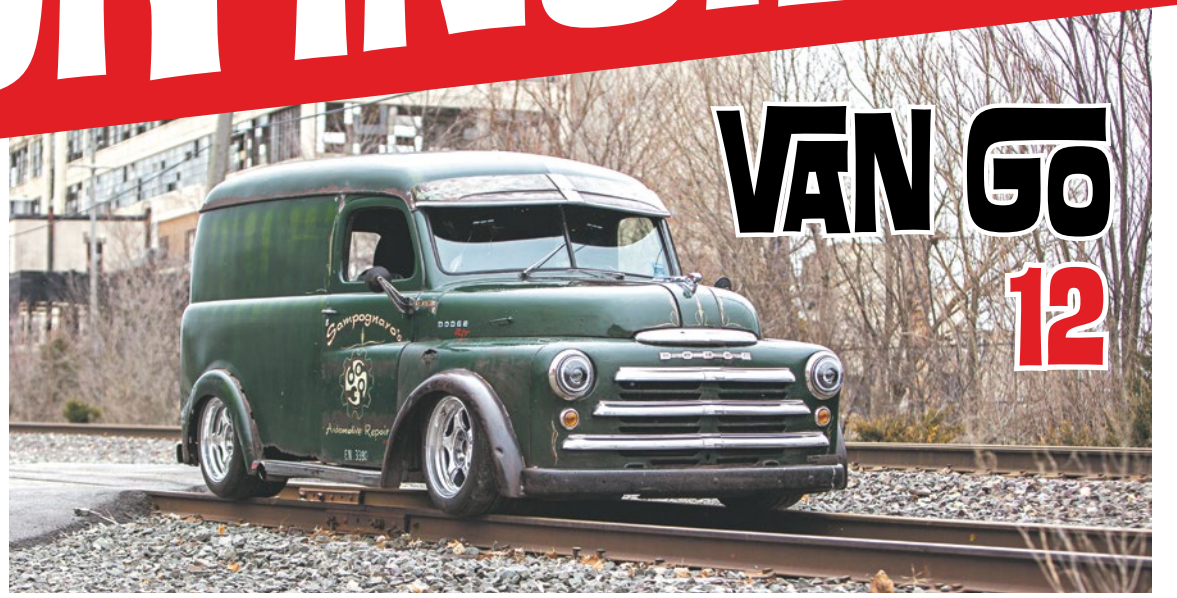

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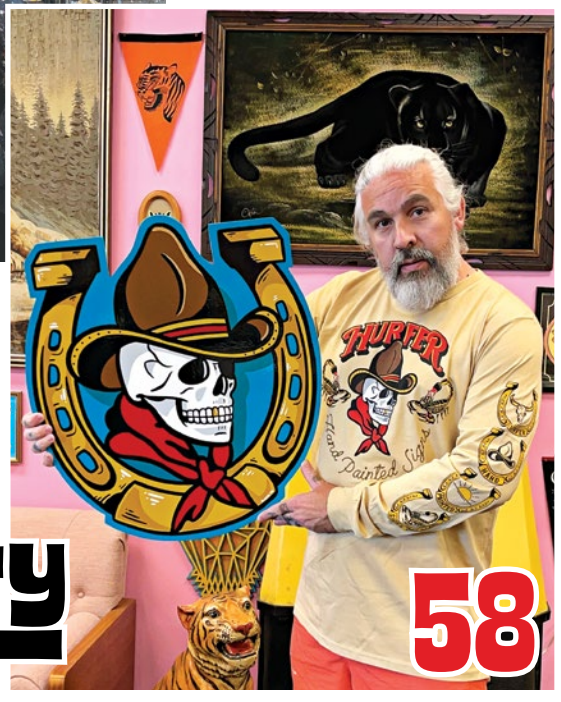

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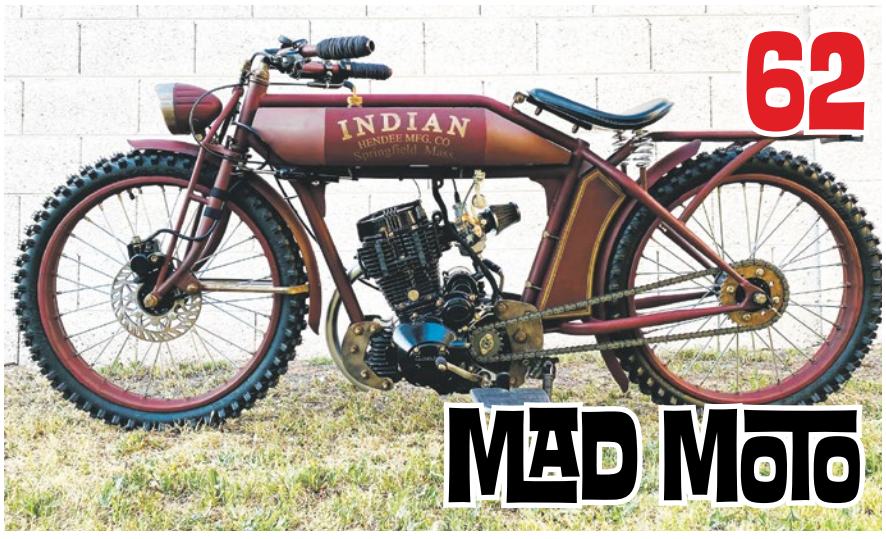

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Got something we should check out? Shoot us an email: GnarlyMagOnline@gmail.com

CHECK THIS OUT!

A HOG AND HOT DOGS

The world's first-ever motorcycle, detachable, hot dog side cart. Designed, engineered, and built by Dutch Design and Engineering LLC. Built to look like the cross between a WWII bomber and a '50s Cadillac. Aircraft aluminum, stainless steel, and lots of rivets. 60" long, 24.75" wide, and 37.5" counter height. All built to local sanitary codes with commercial burner, gas valves, NSF steam pans, and sinks. Holds a 5-gallon water tank and 7-gallon drain tank in the front bullnose. Top speed so far of 80 mph. Headlight and beehive taillights too! Graciously sponsored by Lowbrow Customs and Send Cut Send to help get this one-off design on the road. If the hot dogs are as tasty as this design, then the Gnarly crew needs to take a ride to Wisconsin!

For more photos and information be sure to check out...
Instagram: @dutchs_dogs
Instagram: @dutch_design_engineering

PISTON FACE

Check out this piston face, carved by Dave Rogers out of Keizer, Oregon. Doug started carving pistons in 2017, inspired by his love of lowbrow art, kustom kulture, whimsy, and his wife Dana. The piston shown here is an 855 Cummins and took him over 40 hours to create! "I usually freehand everything, as I never really know what the end result will be once I start grinding. Ultimately the piston's history or shape dictates my direction. I developed this style on my own and it's kind of my signature look," stated Dave. It's important to Dave that his pistons emote attitude and "badassery." We think you got that covered nicely, Dave!

Check out more awesome piston carvings on Dave's social media pages. Facebook and Instagram: @pistonface

FOLLOW US ON INSTAGRAM
@GNARLYMAGAZINE

FINKIN' AWESOME!

If you're new to Gnarly Magazine, one of the cool things about us you need to know is that we LOVE to shine a spotlight on kustom kulture artists through online contests that we host on the Gnarly Magazine website. And, without a doubt, the Rat Fink character is something that many artists in the kustom scene love to draw, paint, illustrate, and even fabricate with metal! We host all types of contest where you can find pinstripe art, motorcycle helmet art, pinup art, and of course, the Rat Fink art.

Here are some of the entries in our recent contest. Over 100 entries were sent in by artists from all over the world, all with their unique take on this beloved mascot in the kustom art world. If you want to see who won the Rat Fink Art Contest, be sure to visit the blog at the official Gnarly Magazine website.

GnarlyMagazine.com

Art by Simon Short Skate deck art by Diego Jimenez

Scan the QR code to see all the entries!

Art by John Tuba

TIKI TIME

Do you love tiki mugs? Then you'll love these hand made creations by Andrew Cooke, a ceramic artist from Northern Ireland. Andrew's inspiration comes from his love of Americana, from tiki mugs, to kustom kulture, to classic monsters, which you can see here!

Wanna see more? Check out @kookietiki on Instagram or watch him work on YouTube: www.youtube.com/user/cookeceramics

HEAVY METAL

Firepit builder, Sjaak Klein Heerenbrink, from the middle of the Netherlands, made his first firepit in 2014 just for fun. This fun escalated a bit, and in 2017, he started building a Rat Fink firepit for a tattoo artist who wanted a small one, but made it bigger instead! With fire needing some space, Sjaak wanted to show the world what he could do. The body is made out of 8mm steel drain pipe, with a lot of cutting with an angle grinder. The Rat Fink took a bit more than 600 hours to build. After the firepit build was complete, Ilene Roth, wife of Rat Fink creator, Ed "Big Daddy" Roth, reached out to ask Sjaak to build another one for the Rat Fink museum in Manti, Utah. Sjaak is self-employed and makes his money with all kinds of metal sculptures or restorations and is currently building a large TikiGod fire sculpture and an abstract sculpture for an art academy artist. Kustom Fire Pits builds all kinds of kustom and weird projects. "After 20 years in construction, I never imagined that my life would turn out like this," stated Sjaak.

Find Kustom Fire Pits online:
www.heerenbrink.nl
Instagram: @kustomfirepits

LIGHT ME UP!

Take a look at this beautiful "Guadeloupe" decorative illuminated sign created by artist, Trad Line, from Brazil. Illustrated in the American Traditional tattoo style, Trad Line prints out a large die cut vinyl sticker and is affixed to 4mm thick, laser-cut, naval plywood with the same cut shape as the printed vinyl sticker. He then adds the lightbulbs, wiring and viola! She's done! In addition to the illuminated signs, Trad Line also offers tattoo shop signs, kewpie signs, matrioskas, keychains and more, all in the same sticker/ woodcut process.

For more photos, check out @trad_line on Instagram or at www.tradline.xyz

CHECK THIS OUT!
Do you have something awesome that the Gnarly readers should check out? Cool! Send us an email...
GnarlyMagOnline@gmail.com

PURPLE HAZE

Scale Model Awesomeness by Freddie Pena

1/25 scale 1960 Impala by Revell.

Words and model build by Freddie Pena

Purple Haze started as just a plain plastic California Wheels edition kit with a full custom interior made from craft foam, felt, and mirrors. The only way to give it that authentic lowrider paint job was to scale down all the patterns and use the same materials used in the real-world full-scale applications. The paint used is House of Kolor Orion Silver with added micro flake as the base coat, then taped off my patterns and shot my Kandy Purple again from House of Kolor. Once all my Kandy was sprayed and layered I taped off my patterns and with House of Kolor Black and the overall color. I blended some scallops on the sides with Purple Pearl again by House of Kolor to break up the black. All clear coated with PPG CLEAR to lock-in that greatness. The tape-off process took approximately 10 hours to get patterns and lines straight, cut, and trimmed to look symmetrical. Total paint time was about 5 hours. The “Biscuit Tuck” interior, trunk, and under hood inserts are all hand-carved from craft foam and lined with felt to give it that true lowrider look. This process took approximately 30 hours to complete. Building the pumps and lines was about as simple as I was going to get with this build. The pumps came from another kit and the lines are silver bead line used for craft bracelets. The engine work obviously had to match the car colors so off to the paint booth again. Simple clean engine work with my homemade distributors and spark plug wires enhanced by watch parts and “photoetch” parts made for this specific kit by Model Car Garage. Total time on the engine bay was approximately 10 hours. We had to stay true to the lowrider theme and use Dayton wire wheels made by Pegasus. Slapped those bad boys on and then on to final assembly. The total build time for this project was approximately 110 hours. PURPLE HAZE has since retired from the magazine and shows circuits taking home two best of shows and a few magazine shoots!

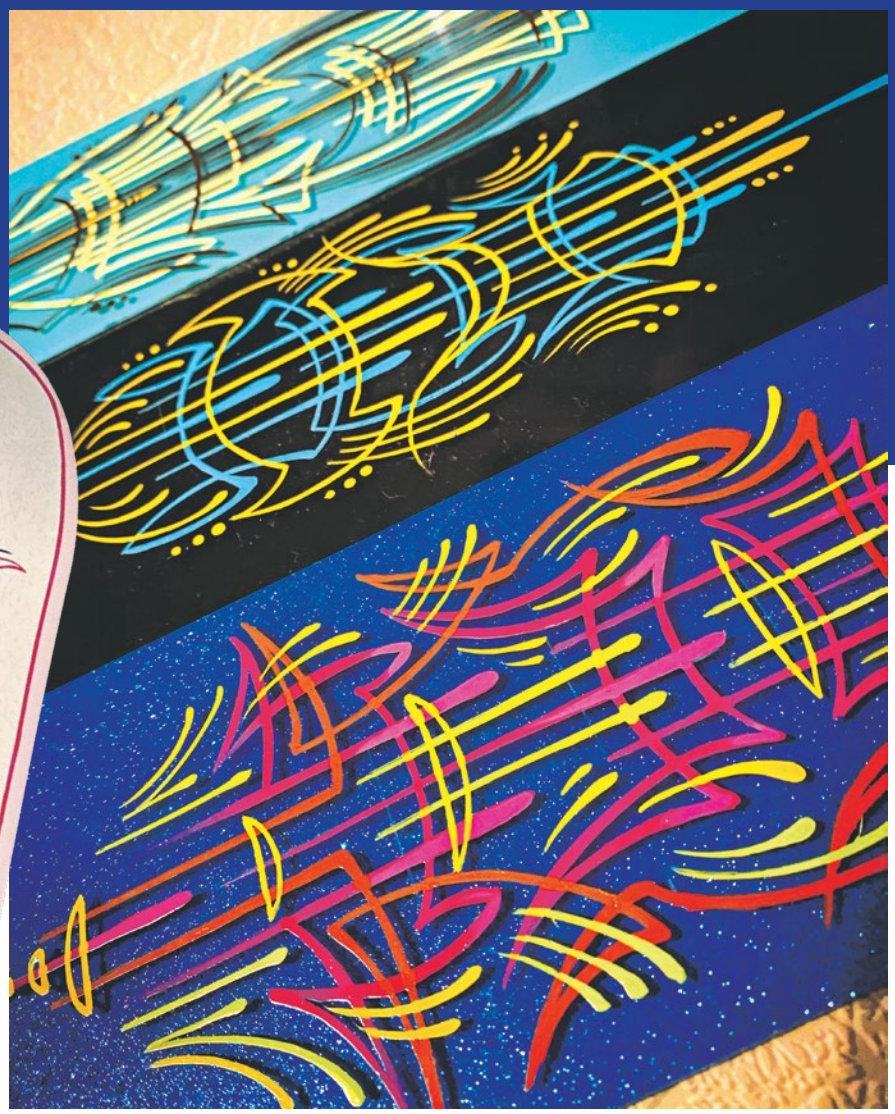
Instagram: @htown_model_shop

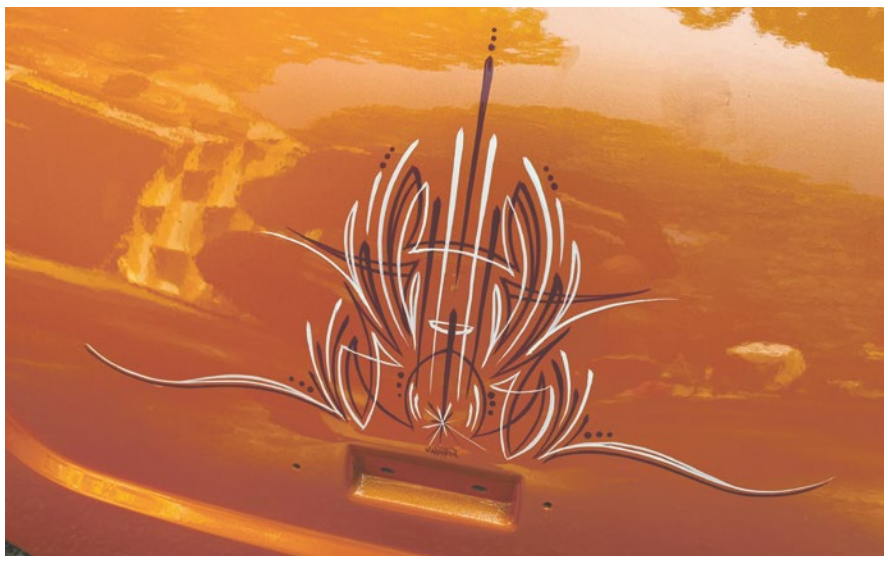
SLINGIN' PAINT WITH

JASON WHARTON

Salisbury, Maryland artist, Jason Wharton, recalls being interested in art his entire life. He credits his grandfather, owner of Casper Wharton's Sign Shop, as an early influence into the lettering and painting lifestyle. Even though his grandfather had retired, Jason mentions with fondness seeing all of his grandfather's tools of the trade. The brushes, the paint, hand drawn sketches, and even the smell of the paint lingering in the air. Jason lists other influences such as legendary skateboard artists Jim Phillips, and Vernon Courtlandt Johnson (VCJ), as well as the king's of kustom kulture art, Ed Roth and Von Franco. In the late 1990s Jason got into the Aircooled Volkswagon scene, where he owned, built, and sold well over 200 Volkswagons. He is the founder and president of VW's Auto Club in Maryland and Delaware. Around 2004, knowing that Jason was a talented artist, a friend suggested that he try his hand at pinstriping. Being given a can of pink 1 Shot enamel and a Mack pinstriping brush, Jason began slingin' lines. It was month after month of practicing this craft. Eventually, Jason had the opportunity to pinstripe a motorcycle that went on to be featured on the Discovery Channel's *Cafe Racer TV* and also landed on the cover of *Cafe Racer Magazine*, an experience that was highly motivating for Jason! He is humbled by all of the friends along the way who helped him get where he is today. We got a chance to ask Jason a few questions about kustom kulture and his artwork. Give it a read, won't ya?

How long have you been pinstriping, lettering, and painting?
As far back as I can remember I've been into drawing. Cars, monsters, skateboard art. In 2004 I decided to give pinstriping and lettering a try on my Volkswagen Bug, and from there it took off.





What are your tools of the trade?
Mack King 13 000, Mack Virus brush series and various others, 1 Shot or Alpha 6 paint, anything that will hold still long enough to get painted, and lots of Red Bull.

Where does your inspiration come from?
'80s and '90s hotrod and skateboard magazines, car events, and characters I see at our local WAWA gas station.

What project are you most proud of?
Whichever I'm currently working on. Right now it's a slammed 1965 Volkswagen Bug.

When starting out, what was the most difficult obstacle to overcome?
Building enough confidence to sling paint on my first customer's hotrod. It was a dash on a freshly restored '30s Chevy, white on white interior with blue 1 Shot.

How has social media helped you grow as an artist and what do you feel are the pitfalls of social media?
Social media has been an amazing tool in connecting me with new customers and other artists around the globe. The pitfall would have to be people that spew negativity.

What advice would you give to artists just starting out?
Practice practice practice! Paint every chance you can and stay humble.

Where do you see yourself as a kustom artist in 10 years?
Still here doing my thing, slinging paint. Teaching and passing down Kustom Kulture art to the next generation of artists and builders.

IG: @jasonwhartonart

VAN

One hell of a barn find!

@_vango_1948_

Sampognaro's
Automotive Repair
E.W.3390
NOT FOR HIRE

Pinstripes by @poppyspatina

"The name VanGo came from the realization that it was a painter's van from the '60s. A "van" that "goes" and a painter named Van Gogh. Genius!"

Words by Doug Sampognaro @_vango_1948_ // **Photos by AJ Roccaforte** @ajroccaforte

My name is Doug Sampognaro, and my family has been in the automotive business since 1989. I worked with my dad since I was 14, watching him do full restorations, which got me into building rat rod/patina style builds. I was raised in a Mopar family, but I really appreciate all makes and models of cars and trucks.

One day a customer walked into my shop and asked for a ride home. On the way to drop her off, she mentioned that her brother had some old trucks in a barn at her house. She took me to see them and that's where VanGo was resting. After a bit of communication and a lot of bugging, seven months later, the owner finally sold me VanGo.

Two days after I purchased the van, my pinstriper, Brian Rodgers, told me about his buddy, Rob Freyman, who had a '99 Dakota R/T short bed regular cab truck for sale.

This became the donor truck for VanGo. Within that same week, my dad and I combined two vehicles into what is now VanGo. 2 1/2 months later, it was insured, plated, and on the road, racking up the miles. The name VanGo came from the realization that it was a painter's van from the '60s. A "van" that "goes" and a painter named Van Gogh. Genius!

My pinstriper, Brian Rodgers, pinstriped my dad's original shop logo on the doors and added his style of pinstriping all over the inside and outside of VanGo. One of my favorite paintings he did was on the broken glove box that continued to flop down as I was driving. Now it has a yellow bikini on the outside and, when flapped open, a pair of topless boobs appears!

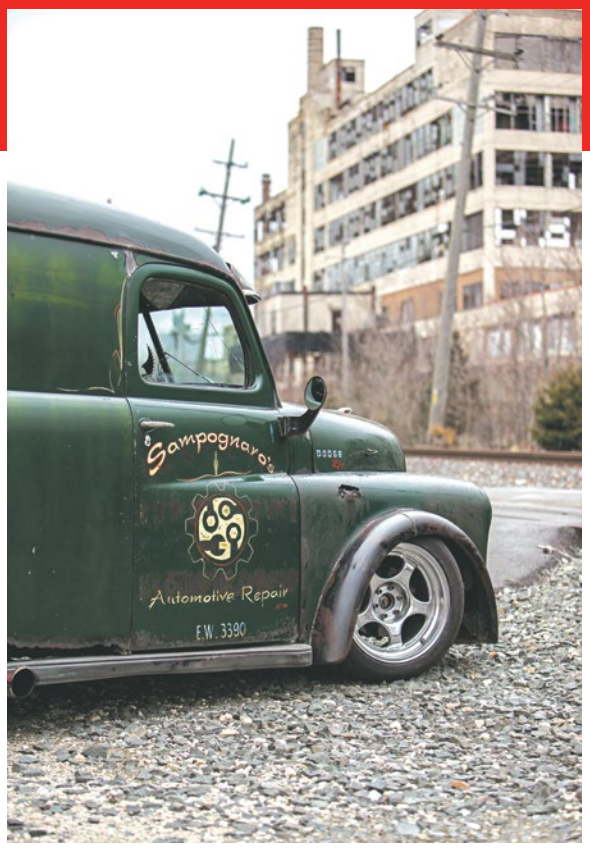
A year after VanGo was on the road, I was contacted by a company named Poppy's Patina, asking if they could apply their wipe-on clear coat on the original 1948 paint and patina look. They drove 13 hours from Tulsa and filmed a how-to YouTube video showing how to apply the clear coat, which beats any boiled linseed oil product.

VANGO DETAILS:

- Engine: 5.9 V8 fuel injection
- Automatic transmission
- 3.90 rear gear
- Front tires: 285/40r17
- Rear tires: 335/35r17
- Rims: Forgeline (off a gen 2 race Viper)
- Suspension: Static stance
- Has A/C, heat, and cruise control
- Bangin' Headlights
- Added in a '99 Caravan bench seat that clips in and out for my kids.
- My 7-year-old son's artwork is drawn and pinstriped on the inside doors.

CHRYSLER ENGINEERED
MOPAR
PARTS AND ACCESSORIES

DODGE


Sampognaro's
Automotive Repair
E.W. 3390

DODGE
R/T
Sampognaro's
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NOT FOR HIRE

ARTIST SPOTLIGHT

GUY SALAZAR

Hi, my name is Guy Salazar and I am a growing artist out of Huntington Beach California. I have been into art for as long as I can remember, I guess as soon as I was able to hold a crayon. I won my first art contest in elementary school and I've never stopped trying to be a better artist since then. I have been doing local shows and sending my artwork worldwide for the last few years.

Best part of all this is getting to meet new people and making great friends. Being an artist has given me a lot of great experiences and I don't plan on stopping anytime soon. I mostly use Alpha 6 paint and Mack brushes. My canvases range from anything and everything. Mostly motorcycle helmets custom cutouts and skateboard decks. You can find my work all over the world but mostly in Huntington Beach, California. Cheers and stay positive!

IG: @guy_salazar

RAT
FINK

Krystal's
Since 1955
MEAT MARKET
GR. WT. 7000
3100

BEACH BUM

ARTIST SPOTLIGHT

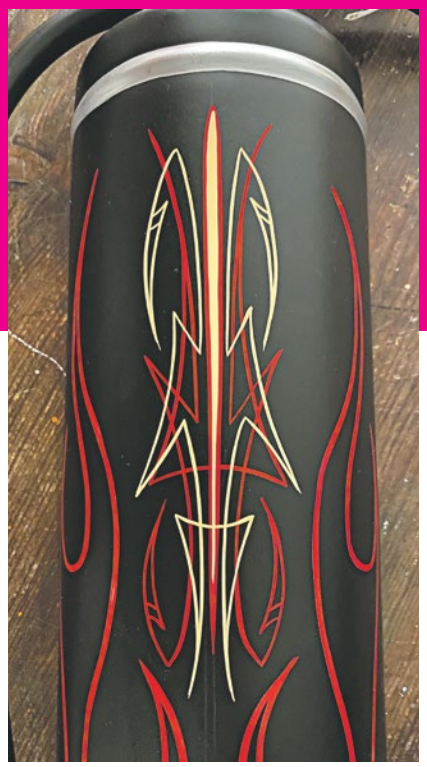
VON M KUSTOM LINES

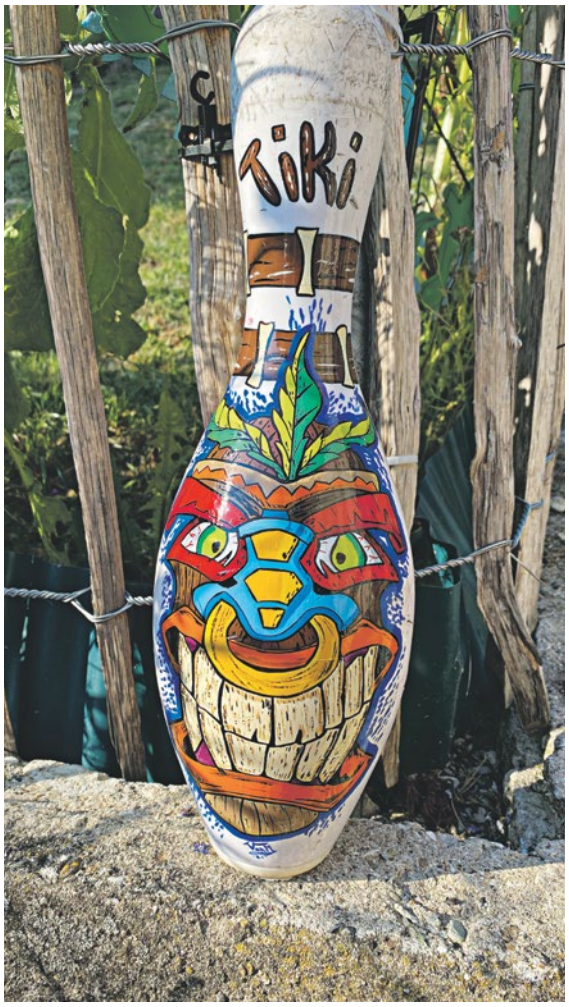
I'm Markus, a pinstriper from Germany near Hannover Lower Saxony. I started pinstriping in 2016 simply because I wanted a few lines on my car at the time. But, since I was a bit too stingy to spend money on someone else pinstriping my car, I tried it myself. I then realized that it wasn't as easy as it looked!

After the first try, I started having more and more fun, and, over time, it got a little better.

I never attended a workshop or anything like that, I just started. YouTube and other social media services were my best friends. Then there were people like Nubgrafix, Mr.Oz, Dixon Pinstriping, DeDick Kustompaint, and Schwarzwaldarbeit from Germany who inspired me with their work.

I had gotten tips and tricks from a pinstriper from Erfurt from time to time, but by and large, I learned from watching YouTube videos. I would also recommend anyone who is serious about learning pinstriping to attend a workshop. And definitely practice practice practice. It takes time,





but you get better bit by bit. I gave up pinstriping for a short time but then started it back up. Now I can't imagine life without pinstriping!

When I was at car shows in 2019, I pinstriped my first car and got positive feedback. It was clear to me that you have to keep doing that. So in the winter of 2019, I did my biggest project so far: a 1946 Chevy pickup. At the customer's request, I painted a pinup design by Jan Meininghaus Illustration on the doors. I then painted Chevrolet lettering on the tailgate.

After the Chevy pickup truck project, I slowly started to do some kustom painting, which I'm enjoying more and more. Rat Finks, monster eyeballs, and tikis are the flagship of the Kustom Kulture scene for me! This is definitely something I would like to do more often in the future or combine pinstripes and kustom paint. I would like more car or motorcycle projects because, right now, I'm painting mostly panels. I rarely have the pleasure of painting cars or bikes.

When you start with something, you deal with it more intensively, and you also see what other artists are doing or how they do it. Plus you see which brushes they are using. At first, I thought the secret was the right brush, so I have almost every brush lying around here! But, basically, you only use one. This is also something I've been asked many times. "Markus, which brush can you recommend?" Unfortunately, there is no ultimate tip. You have to test which brush suits you best. I'm currently using a VonDago Pro 000 and 00 for pinstriping and the Lite Saber Long Handle in different sizes. For painting, I'm using the Mack Virus.

IG: @vonm_kustomlines

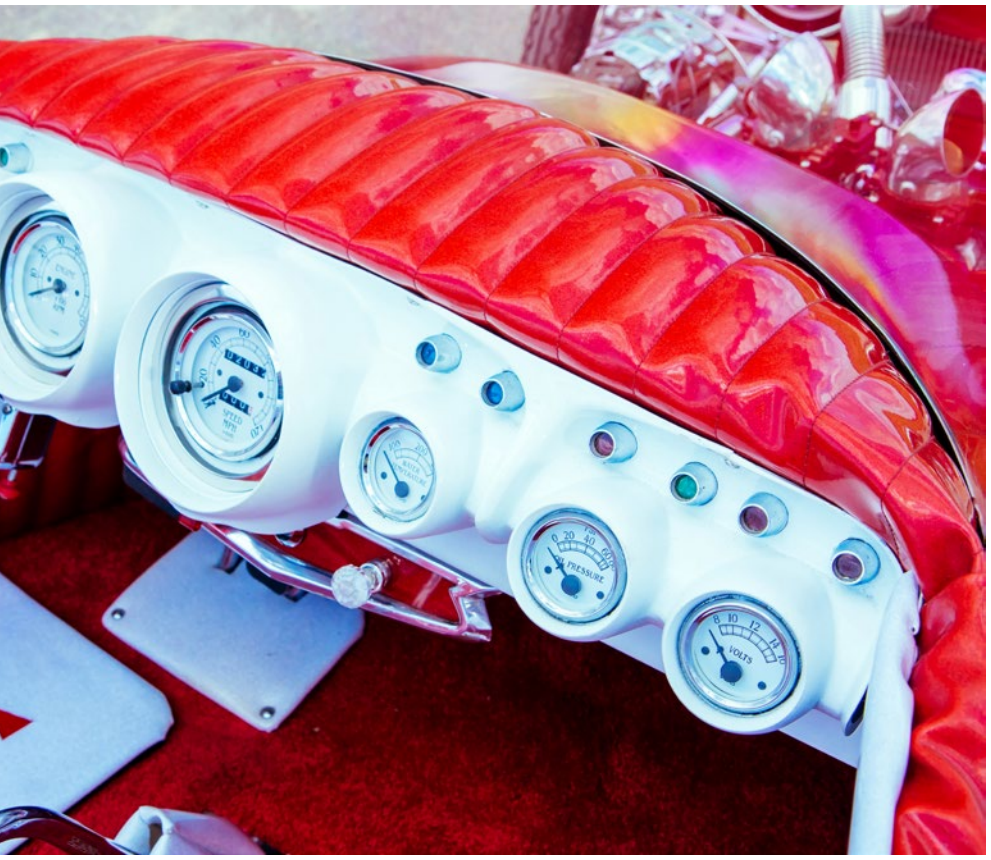
THE CHE

Dave Hopson's passion project

Words and photos by Joshua Elzey // @djtwig

...y "5T7"

Model: Claudia Kellenbenz



Dave Hopson was destined to be into cars since the day he was born as he was brought home in his dad's 1965 Corvette in 1967. Growing up, he always had a Matchbox or Hot Wheel car in his hand and would be seen modifying his bicycles or working on model cars and trains as the years went on.

A year before Dave was able to drive, he went on the hunt to find his first car with the help of his dad, Sam, to which they found a 1972 Chevelle that needed work. Having read everything there was about how to do bodywork—now was the time to make that knowledge a reality. The Chevelle was ready to go when he was finally able to get his driver's license.

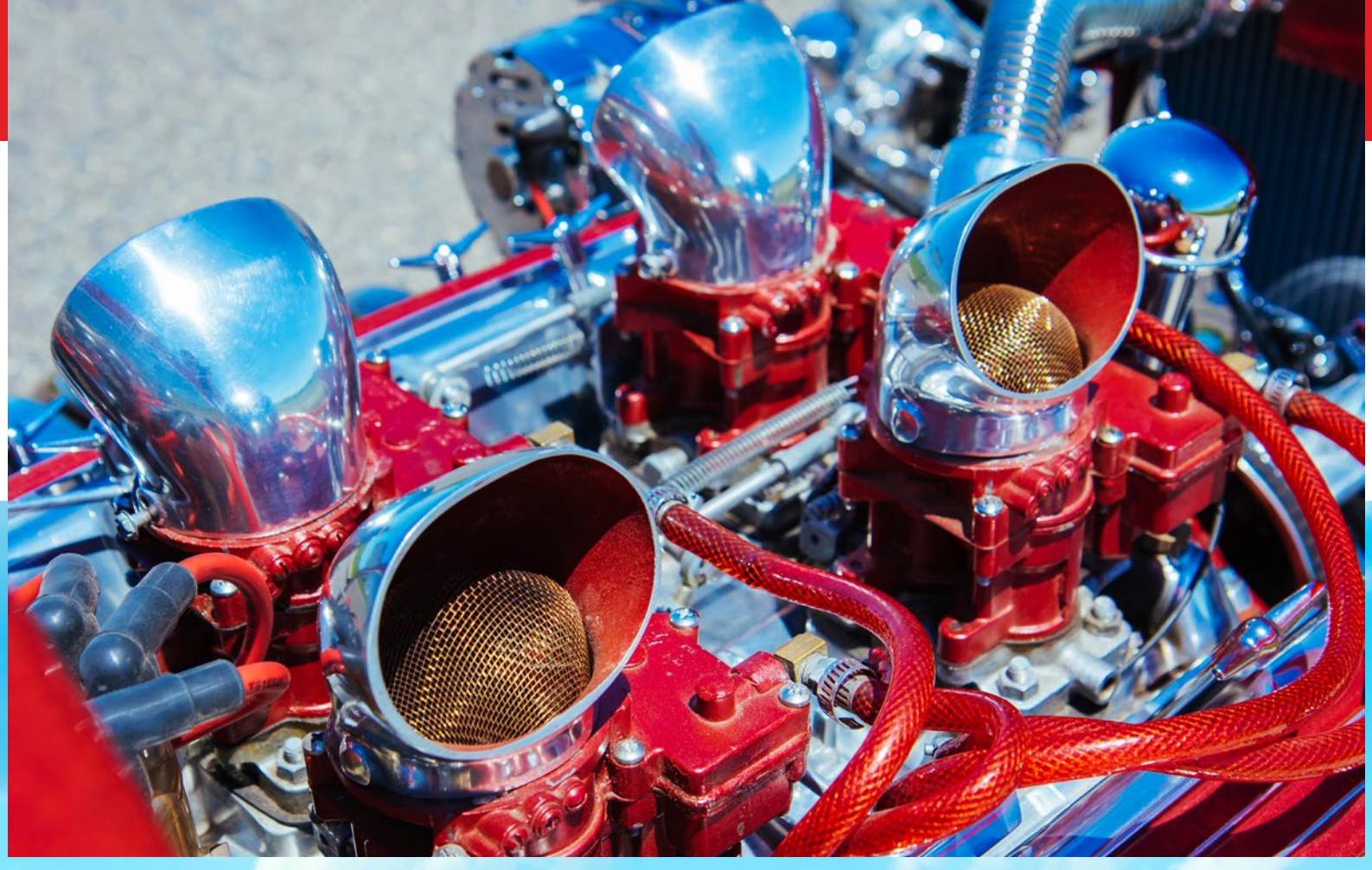
Wasn't long before the next car was in the driveway and this time it was a 1955 Chevy, to which he did all the bodywork, paint, mechanical work, etc. After that build was done, Dave bought a 1957 Chevy and went a little radical with a Pro Street and blower. This then led to many other 'off the norm' radical builds.

Dave was then given a back end to a 1957 Chevy 4-door body by a friend Rob Stillwell, which ended up as a bench outside his garage. Rob had seen Dave's '72 Chevelle car couch in his living room and thought he would be able to do something with it. For the next two years during days off and late nights, Dave would be making numerous decisions, with his insane imagination, to complete the 1960s show rod he was envisioning, all within his backyard garage. This imagination was spurred on since childhood while flipping through his dad's car magazines, loving Ed Roth, George Barris, Gene Winfield, and many other famous builders, thus knowing one day he would do likewise.

With his dad, Sam, being savvy with race cars, and his grandfather being a machinist meant that Dave was well prepared for the amount of work his hands were about to create. The first challenge was to modify the body to fit on a 1923 Model T Frame.

To start, he began finding the little parts needed to make the show rod dream come true. Many of the parts were obtained from his father-in-law Norman Forrest's stash built up over many decades.

Dave then proceeded to cut and 'V' the rear back half of the Chevy. He had taken it from 67 inches wide to 57 inches. The rear wheel wells were then radiused to fit over the 29" white wall cheater slicks. Dave handmade the grill, which is adorned with an iconic 1957 Chevy Rocket as a fitting hood ornament sitting over 57 drawer knobs, with this number becoming a theme for the build. 1957 headlight bezels on each side residing in the handmade buckets with the same form containing 7-inch Lucas Flame Thrower headlights obtained from overseas were a perfect fit while using classic '57 bumperettes on stainless steel bowls for the back. Dave then integrated turn signals that had been cut from the same year grill bar. The body was then prepped before



"VROOM VROOM!"

—The motor

Dave laid down the flame red basecoat followed by an Apple Red Metal flake and Metallic Silver Flake.

A windshield frame was obtained from a 1957 Larson Boat that had 10 inches cut out and welded back together. The dashboard was made from two 1957 Chevy Dashboards. While the rest of the interior was designed, fitted, and made by Dave; the red/white Zodiac used was sewn by family member Nicole Evengelisti since it was unavailable in Tuck N Roll.

As with any build, this one relied on time and money, the most difficult obstacles to creating this kustom. With everything in its rightful place, Dave was able to finally open the 40x40 garage doors to let this piece of art see the sun, and, boy, did it shine and sparkle!

THE 5T7 HAS BEEN MET WITH GREAT ENTHUSIASM FROM OTHER ROBBERS AND IT'S PUTTING A HOPEFUL TWINKLE IN THE EYE OF UPCOMING YOUNG BUILDERS!

NAT BIRIBA

Q&A with old-school weirdo artist

Nat Biriba is a graphic designer and illustrator from Brazil, creating weird, old-school art since the '70s. Nat took some time out of his busy schedule to speak with Gnarly Magazine about his creations, process, and inspirations. Enjoy.

Find Nat on Instagram: @natbiriba

Gnarly: Tell us about GORF and what your role is in that project

Nat Biriba: GORF - "Birita Furiosa" ("Furious booze") is my first original comic book that I launched earlier this year and that was only possible due to the months I stayed at home because of the pandemic. It took 3 months of work from beginning to end of the project: idea development, script, storyboard, and finalization. The comic has 48 pages and is based on the '80s teen comedies. There's beach, drink, skateboard, motorcycle, explosion, playmate, arcade, monster, and more. In short, it's a lot of confusion together! GORF here in Brazil is the same as BARF lol. It was released by a Brazilian independent publisher called @revistapedecabra

Are the STUPID MELTED masks your own creation or do you create them for another company?

These masks are my creations. After I found out that outside of Brazil there are big events and mask maker conventions, I was excited to produce mine and try to ship them abroad. Here in Brazil, there is no market for latex horror masks. At most, we see masks for Carnaval (A great traditional Brazilian party), or costume parties in stores. But monster masks, never. So since I was drawing my monsters, it was natural to make them "real." First I developed the character, then I sculpted it in clay and made the mold; thus, Stupid Melted was born. They have a very old-school look. My monsters aren't scary, they're tropical monsters: fun and weird! They look like they came out of a fusion of MAD magazine pages with EC comics.

What kind of clients do you typically do illustration work for?

Today my clients are almost all streetwear brands. I do a lot of graphics for clothing and skateboard lines for brands from different countries.

I notice a lot of skateboard graphics on your Instagram page. Who are you doing that work for? Different companies or just one company?

I had been doing a lot for fun and wanted to have my own skate brand, but when I posted my first artwork on social media, some clients came asking me for artwork for their brands. I thought it was cool to be able to have my drawings spread around the world. What started as fun, ended up becoming paying jobs; and the fun continued as well!

Where would you say your style and inspiration comes from?

The first time I remember being impressed by some art and wanting to start drawing was when the first skate brands began to appear in Brazil. The shapes had amazing graphics! Monsters, skulls, flames, etc, all in neon colors. To this day I love everything with neon colors! But let me tell you a particularity of the Brazilian skate market in the 1980s: Many arts that stamped the shapes of new Brazilian brands were copied from major foreign brands. They were bootlegs! The national market was not open to imports, so we really believed that the arts were by Brazilian artists.

The first time I saw the VCJ's Powell Peralta Ripper skull was as a "logotype" of a Brazilian skate brand called Lifestyle. Classic Jim Phillips graphics didn't feature Santa Cruz branded shapes as most people know. They were in decks from the national brand Pro Life. Even Ed Roth's drawings have become skateboard graphics around here. But speaking of my influences over time, I would say, Jim Phillips, Vernon Courtlandt Johnson, Ed Roth, Rick Griffin, Repka, Basil Gogos, Basil Wolverton, and Billy Algiers. And on the print side: MAD Magazine, Garbage Pail Kids, Wacky Packages, Old school skateboarding magazines, and underground comics. Basically, everything fun the '80s produced.

What mediums do you typically work in? What is your physical/digital setup?

I started in the mid-'90s working in an advertising agency, the boom of the use of computers in art, but as I learned from many art directors who didn't work digitally, I started to be able to work both ways. Even today I start any idea with paper and pencil, even if I finish it later on the computer. Then when I decided to have my own clients, I drew everything the traditional way: pencil, ink, acrylic, and gouache. But a few years ago I bought an Artisul 22" graphics tablet and started to finish my artwork digitally in Clip Studio and Photoshop. But, depending on the job, a helmet, a plate, a unique shape, the traditional airbrush, brush and pens, are the best option. To customize the parts, I usually make a base with an airbrush (Steula BC 61 and Iwata HP - B Plus for more detailed work. Sagyma 1/6 HP compressor) and finish with acrylic paint and a pen.

You're painting helmets, doing illustrations, airbrushing, creating masks, and more! If you had to pick just one artistic direction as your favorite, which would it be and why?

It is difficult for me to choose one path. I like to create my ideas, my monsters. So the media or platform they're on doesn't really matter. But seeing them leave the paper/screen and

"Skateboard shapes had amazing graphics! Monsters, skulls, flames, etc, all in neon colors. To this day I love everything with neon colors!"

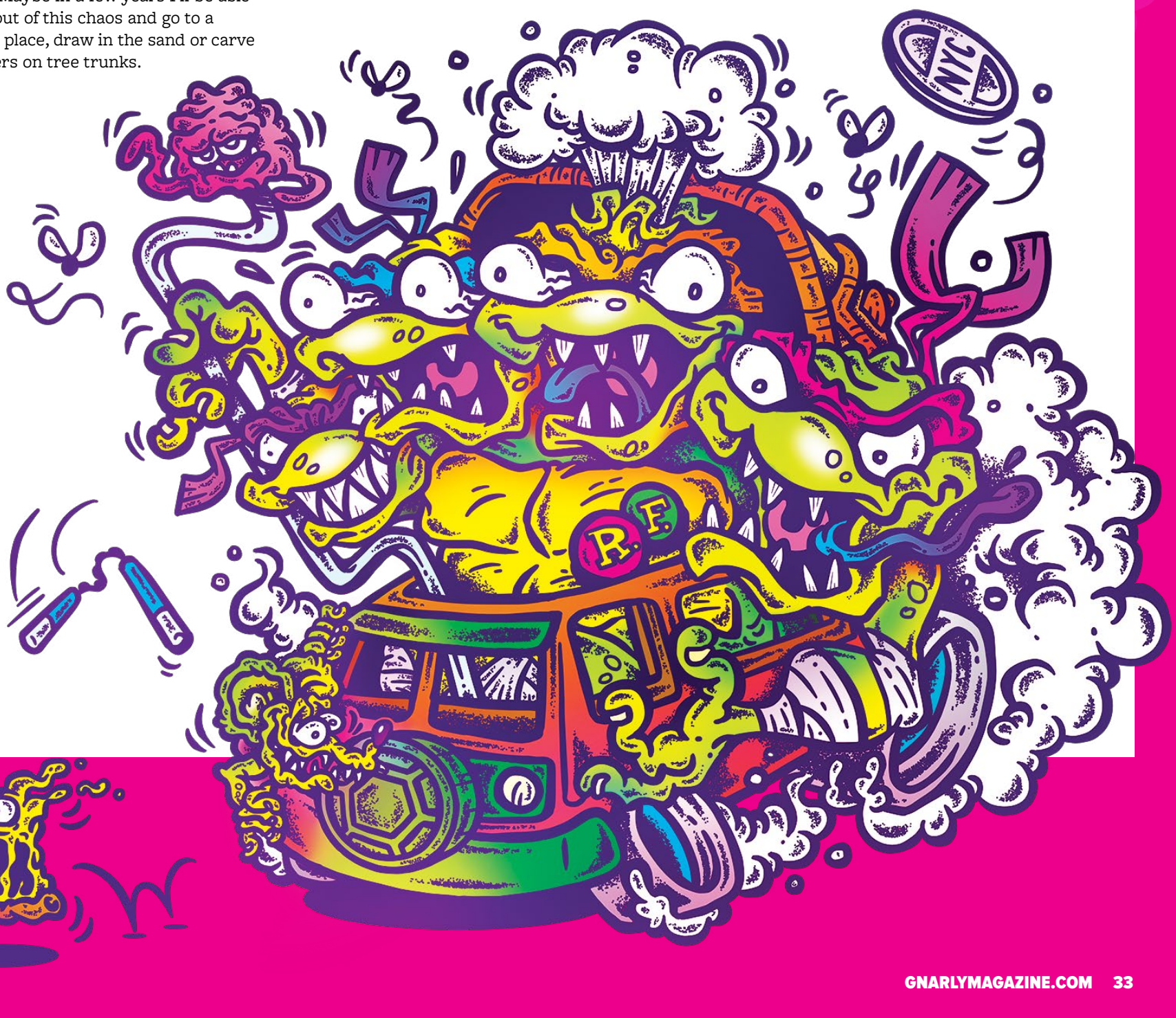
become physical, as in the case of the masks, was exciting! Beware the monsters are on the loose!

When working on skateboard art, are you working with pen/brush and ink, or is it all digital illustration? Maybe a mix of both?

Depends. It's usually a mix of both. I do handmade illustrations for exclusive works of a few pieces. But if the customer wants something for industrial production, silkscreen for t-shirts, heat press for skateboarding, I do it digitally.

What is your dream project, and what are your goals for the next 5 to 10 years?

Take it easy! One day at a time! I want to continue creating my arts.
I live in São Paulo, a metropolis in Brazil. Maybe in a few years I'll be able to get out of this chaos and go to a quieter place, draw in the sand or carve monsters on tree trunks.



THE MASK MAKING P

1. Begin sculpting the face with Plasteline

2. Add in the eyeballs and the tongue

3. Start to fine tune the details

5. Prep the mask for the molding process

6. Create the mask mold

7. Pull the mask out of the mold

9. Side by side. Before and after white base paint

10. Masks ready for neon paint layers

11. The mad scientist at work

13. Shading and fine-tuning of details

14. The white base helps the neon colors pop!

15. Neon paint all finished

ROCESS

4. Create the monster's hair for later

8. Paint the mask with a base white color

12. Neon colors added to the mask

16 . Start combining in the hair and we're done

THE SOUTHERN CHARM OF

TEXAS CHOPPERS

FEATURING

SCOTT HOEPKER OF CHEMICAL CANDY CUSTOMS

JASON OCHOA

By Jeff Alexander

California is arguably the birthplace of kustom kulture, but chopper builder Jason Ochoa continues proving that the burgeoning Texas scene continues adding its unique brand of southern hospitality to the subculture. Earning accolades for 'Purple Haze' and 'Southern Trendkill,' Ochoa has fully embraced the late '60s chopper hallmarks while seeking to incorporate the nuances of lowrider culture with his newest build for Born Free 13. Simply titled '333,' Ochoa believes he hit the mark due to the tasteful engraving work on the Panhead motor, rims, and exhaust.

"It was an honor to be an invited builder again because Born Free is like the Super Bowl of our subculture."

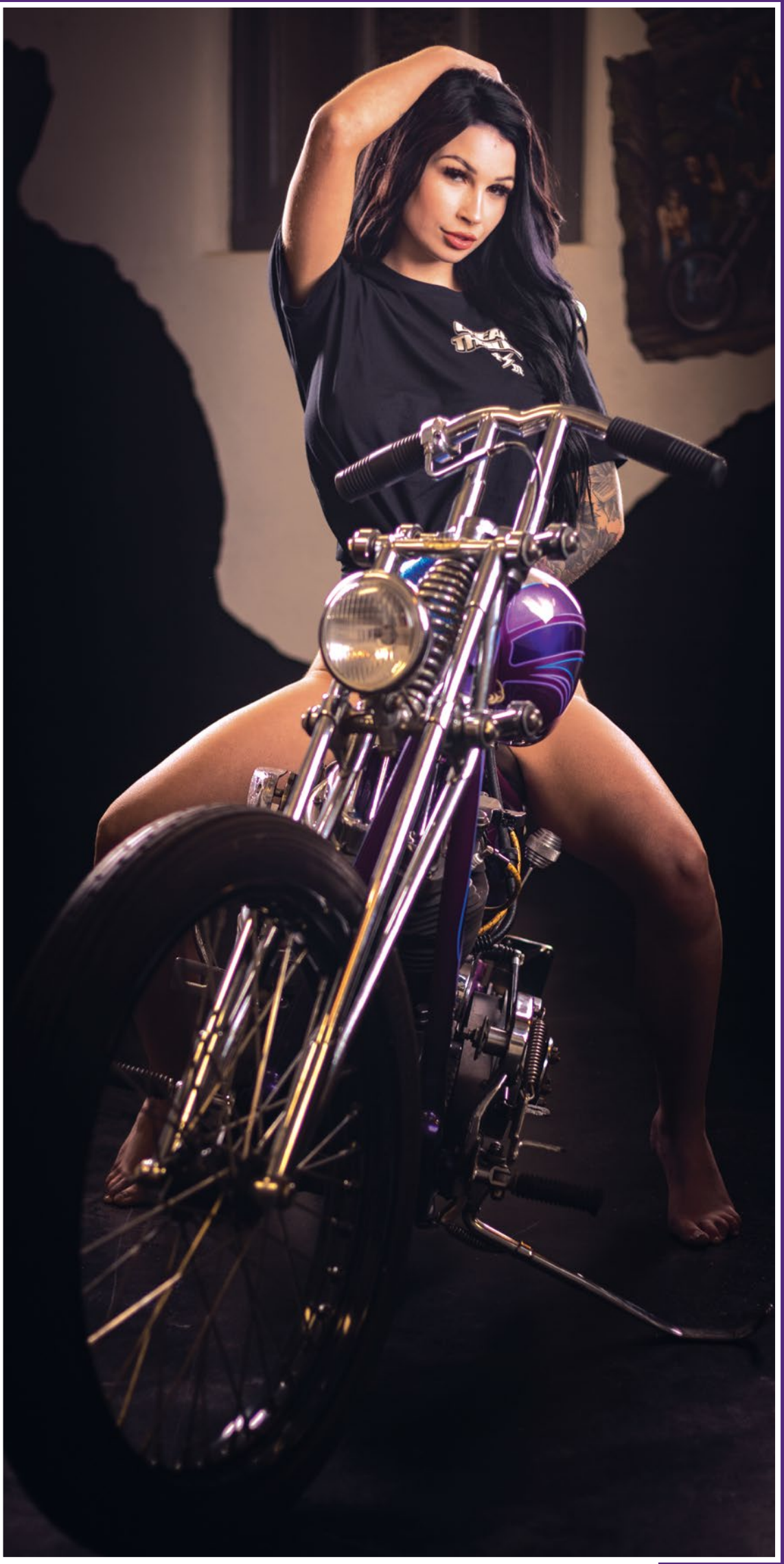
"I had told them despite all my hard work on the previous build that I could've done better! I really try to push myself with anything I do and I was seeing a lot of engraving work, so I told them I was working on a Denver's chopper I had acquired in trade and that I was going to push myself over the top to complete it," stated Ochoa.

Partnering with longtime friend, Scott Hoepker of Chemical Candy Customs, Ochoa wanted to link lowrider style to choppers within '333' because both subcultures exploded in southern California and share a similar design ethos. Chemical Candy Customs has been Ochoa's go-to for paint and design insight and with a decade of friendship, Hoepker had no reservations when Ochoa approached him with his newest idea for Born Free.

"Jason is earning a lot of positive attention and he's come a long way! To be invited to Born Free again is such a big thing for him! I feel he has great vision for design and he works with what he has. He has natural talent," reflected Hoepker.

Ochoa first earned positive attention with 'Purple Haze,' his '55 Panhead that turned heads at 2016's Texas Lone Star Rally. Built as a tribute to his father, Ochoa was surprised he earned so much attention and, ultimately, a cover story.

"That was my first true, show bike build. It was a tribute to my father. He served in Vietnam and



CHEMICALCANDYCUSTOMS.COM

was a huge Jimi Hendrix fan. I was always seeing him play that song, Purple Haze, on reel-to-reel and seeing how much he dug it. We had a fractured relationship even though I always looked up to him. My parents divorced when I was eight, and my dad was always riding and being a wild man. I got into bikes when I was 11. He passed away two years ago and I think a lot about that, but luckily, he was able to see the completed build. My stepmom had told me that my father would carry a bunch of copies of the magazine that featured my bike with him and while on his trucking routes, he would pass them out to anyone and brag. I treasure that story because I didn't know he was gonna pass," sighed Ochoa.

If building is a way of life and artistic expression, then Ochoa certainly doesn't deny that a completed build can also stand as a preservation of memories. Never quick to overlook his friendships, Ochoa stated that he and Hoepker also share bonds outside the world of kustom kulture.

"Scott and I were also divorced around the same time, so in addition to supporting each other within the motorcycle world, we're also there during tough times. He was actually my roommate during his divorce! It worked out well because he generally paints at night due to the Texas weather, so our schedules were very different. I'm all about support and giving back to people that have helped me and there have been many over the years! You have to understand, there are many hands that go into completing a build, and sure, there are plenty of people fully capable of building alone, but there are few that actually do every step with every build," said Ochoa.

While Ochoa continues his path as a talented, upstart builder, Hoepker quietly grows Chemical Candy Customs, mostly by word of mouth. With over 14 years of experience with his intricate designs and instantly recognizable style, Hoepker was glad to share insight on the custom chopper resurgence.

"I feel the style people are emulating has not changed too much. '50s and '60s style choppers are pretty timeless, and Harleys are obviously my favorite. I do enjoy seeing a Triumph chopper, but I honestly don't come across them as much. I think the resale value of a classic Harley chopper is higher but remember, these are highly personal builds as it is, so reselling is even harder, and you almost never get back what you put in. I took my time with my recent '76 Harley Cone Shovelhead. Jim Harper had the first version of it, but I spent a year and a half on it, no rush. I went with a Frisco-style tank, mixed chop shop style springer front end, throwback rocker boxes,

CHEAP
THRILLS

Model: Traci Baker IG: @tbreezy_562 // Photos: Robert W. Biedinger IG: @mr_fotography // www.GnarlyMagazine.com IG: @gnarlymagazine

suicide shift, and clutch. Pretty much anything I could change, I did. I just traded it for a ‘47 Knucklehead! I already miss it because it was very comfortable to ride, but the deal was too good to pass up,” laughed Hoepker.

Ochoa sees the resurgence as nothing but positive because newer generations get to put their unique stamp on kustom kulture while seasoned riders and builders are reminded of just why they were attracted to the subculture in the first place.

“It’s like when you work and work to give a motor a new life, you’re reminded why you love it so much. For me, Panheads are my favorite because I think they are one of the most beautiful motors ever made. I see a lot of builders wanting Knuckleheads, but I feel those aren’t well-built and are problematic. I love thinking about the history of an old motor; How many hands did it change? What life did it have before getting to you? The heart of any build is the motor. I would tell any new builder to bring someone with knowledge with you when you make a purchase because there are so many things that can go wrong! I always say, building and riding old bikes is not for the faint of heart, and you have to keep expectations reasonable. Even on a fully restored classic, you’re still demanding a lot from an old motor by riding it daily,” stated Ochoa.

Hoepker has also utilized Born Free 13 as a chance to further make his mark. After approaching Born Free organizers about having a Texas-based event, he proudly stated he and other investors recently closed on a property that will now be home to a Fall, Born Free event! After viewing Yellow Rose Canyon, he was convinced that it would be a perfect venue for moto events, and being in Texas, the central location would allow for more attendees and builders due to fewer travel miles.

“I actually asked Mike Davis and Grant Peterson back at Born Free 7 about having a Texas-based event. They turned it down, but once COVID hit, I decided to revisit the idea. Yellow Rose is beautiful and has over 120 acres, log cabins, and an amphitheater. I think it will work out because Texas is a central location and people won’t have to ride or trailer nearly as long in comparison to the original Born Free California location. In Texas, this area is very woodsy, offers stress-free two-lane country riding for people. It took a lot to make this happen and the property is very expensive, with a total of six investors in it. I’m really excited about this. Texas continues growing, and it really has a hospitality unlike anywhere else where I think it will lead to more people collaborating with businesses and builds and will just continue growing the subculture,” concluded Hoepker.

Jason Ochoa on Instagram: @motopsycho73
Scott Hoepker on Instagram: @chemicalcandycustoms
chemicalcandycustoms.com

GETTING TO KNOW TRACI BAKER

Women and moto culture will forever be linked. Whether a viewer admires the design lines and craftsmanship of a well-built ride, or does a double-take with models that continue complimenting bikes & 'rods, the world of moto culture is versatile enough for both and the passion and sexiness of both images remain timeless. For Traci Baker, her lifelong modeling aspirations finally came true with her first official shoot, once again linking the world of kustom rides and models.

"I stumbled upon Suicide Girls when I was 12 and it forever impacted me. To see how natural they looked in front of a camera while maintaining their unique looks really intrigued me! They were just so different from the models we're always trained to look at. I'm very into tattoos and art and it was just the perfect mix. Modeling was something I wanted to get into," reflected Baker.

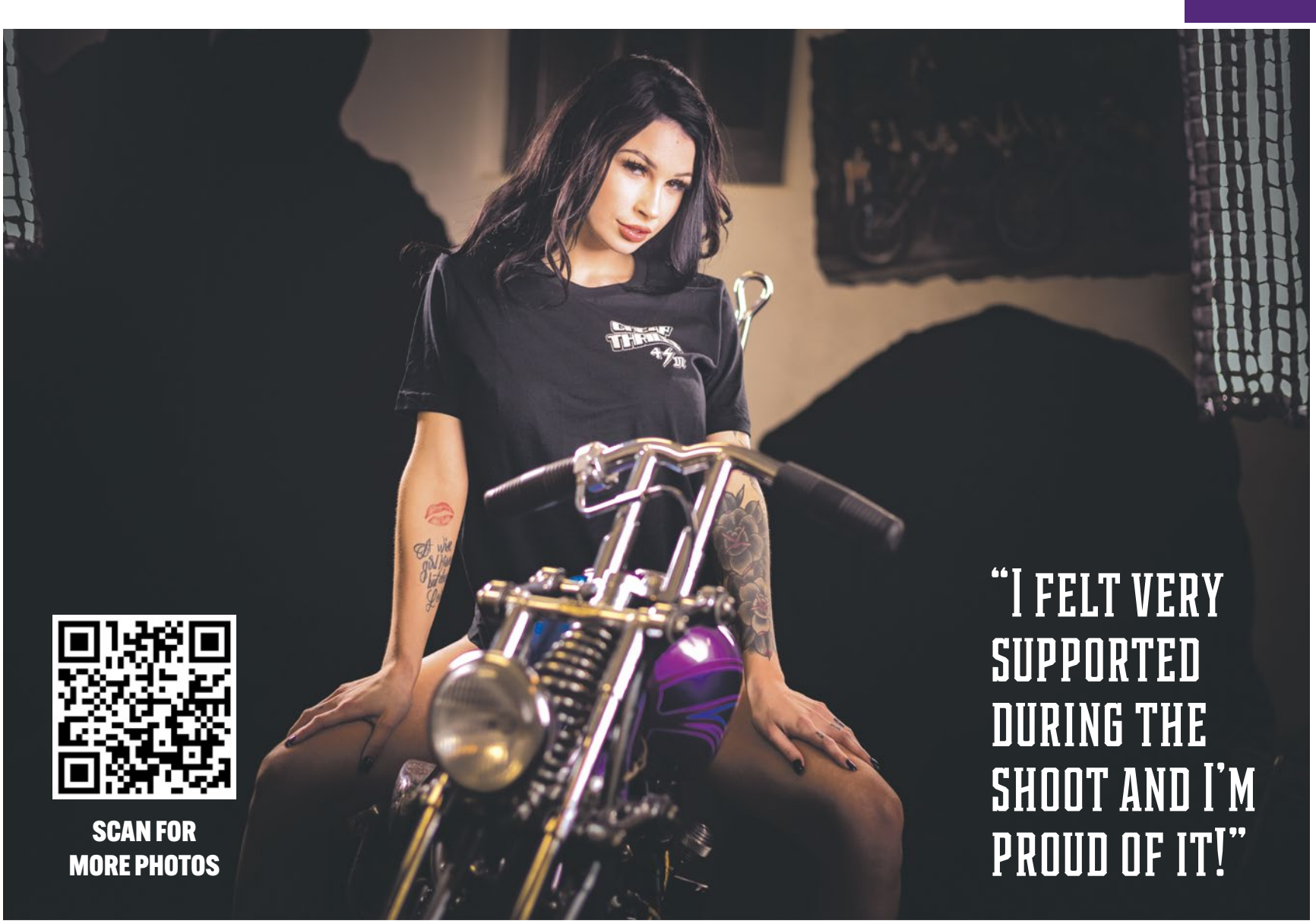
Growing up in California, Baker always admired moto culture and how connected the community was.

"I admired it all because of how family-like they were. To see all the details and work involved with bikes and cars impacted me because so many people think it's easier than it really is to build something. I left California for Texas, but when I'm around bikes and cars here, I see the same passion and tight-knit community. People in Texas have come to feel like extended family, with people always greeting me everywhere I go and communities being welcoming," said Baker.

After settling in Texas, Baker worked to finally fulfill her modeling ambition, making her official debut in GNARLY! She reflected on the experience and stated she is honored to have earned a cover despite only completing one photo shoot to date.

"I felt very supported during the shoot and I'm proud of it! Sure, being a stay-at-home mom, some people were judgmental, but I wanted to show that just because you're a mother that doesn't mean you cannot be sexy or have to abandon your goals and passion. I wanted to show my beauty and the beauty of the bike. This shoot was something I knocked off my bucket list and I hope to attend more events and continue with another shoot in the future."

Find Traci online...
Instagram: @tbreezy_562



SCAN FOR MORE PHOTOS

"I FELT VERY SUPPORTED DURING THE SHOOT AND I'M PROUD OF IT!"

Paint Zoo studio photos by Jack McIntyre
jackmcintyrephoto.com
Ryan Gore motorcycle photos by Dan Rioz
IG: @danriozphotography

PaintZooStudios.com
IG: @paintzoo

Chasing Imperfection with Kustom Painter

FRANNY DRUMMOND

By Jeff Alexander

Franny Drummond's versatility has afforded him with unique opportunities that have transcended the parameters of kustom kulture. Celebrating over 20 years with his kustom paint shop, Paint Zoo, Drummond affirms there is always more to learn, and his enthusiasm for the subculture always has him viewing challenges with a fresh lens.

> “I was always eager to learn every technique I could because kustom paint can have a lot of steps, and even though you may not use every skill daily, having that extra knowledge can only help.”

“I love teaching! I’ve noticed people can be hesitant and lack the patience, but I firmly believe knowledge is power and sharing techniques with people eager to learn keeps our kustom world alive! I’m open to being a mentor, and I get a kick out of how teaching makes me love kustom kulture all over again,” said Drummond.

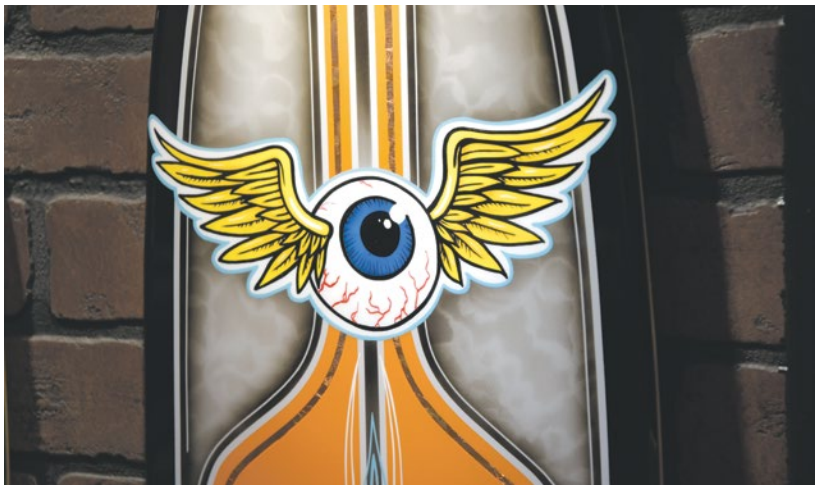
His extensive career has allowed Drummond to witness the evolution of his beloved subculture. With technology’s hyper-speed of worldwide communication, kustom kulture has gained newfound accessibility by allowing fresh faces to build their skills in more collaborative ways. Drummond reflected on his kustom initiation and how he bore witness to the subculture’s extensive evolution.

“Kustom kulture really has blown up! I don’t agree with skyrocketing prices for rides because that puts up walls, which is not what I’m about. There certainly have been changes! Back when I got into it, all we had were a few magazines. I was big into low riders and would love how people abused paint to make wild designs! Seeing the greats take things to unseen levels inspired me, and I just immersed myself into it. The ‘90s had tons of pro-street rides, and it seems hot rods died down. Metal flake wasn’t big at all! We’d have stuff just sitting at the shop that nobody wanted at the time. You didn’t see a lot of pinup or hot rod fashion either, and that is also an integral part of kustom kulture,” he said.

Drummond worked to emulate the ‘bitchin’ designs’ he saw in hot rod magazines growing up and eventually enrolled in The International Fine Arts College in Miami, working within commercial arts. He hoped the experience would peel back the curtain and offer more insight into kustom paint techniques, but Franny recalled the school was far more traditional.

“I learned very quickly just how commercial things were. I remember one assignment was to make a record cover for either Spin Doctors or Pearl Jam since those groups were big at the time. In ‘92 there really was no Internet, so it was tough meeting people with similar interests. Photoshop was just coming on and I eventually felt creatively handcuffed and it wasn’t what I saw myself doing,” reflected Drummond.

KNUCK
BAUER



Franny Drummond
Stripes and Flake –
2021
Franny Drummond
Flying Eyeball – 2022
$649

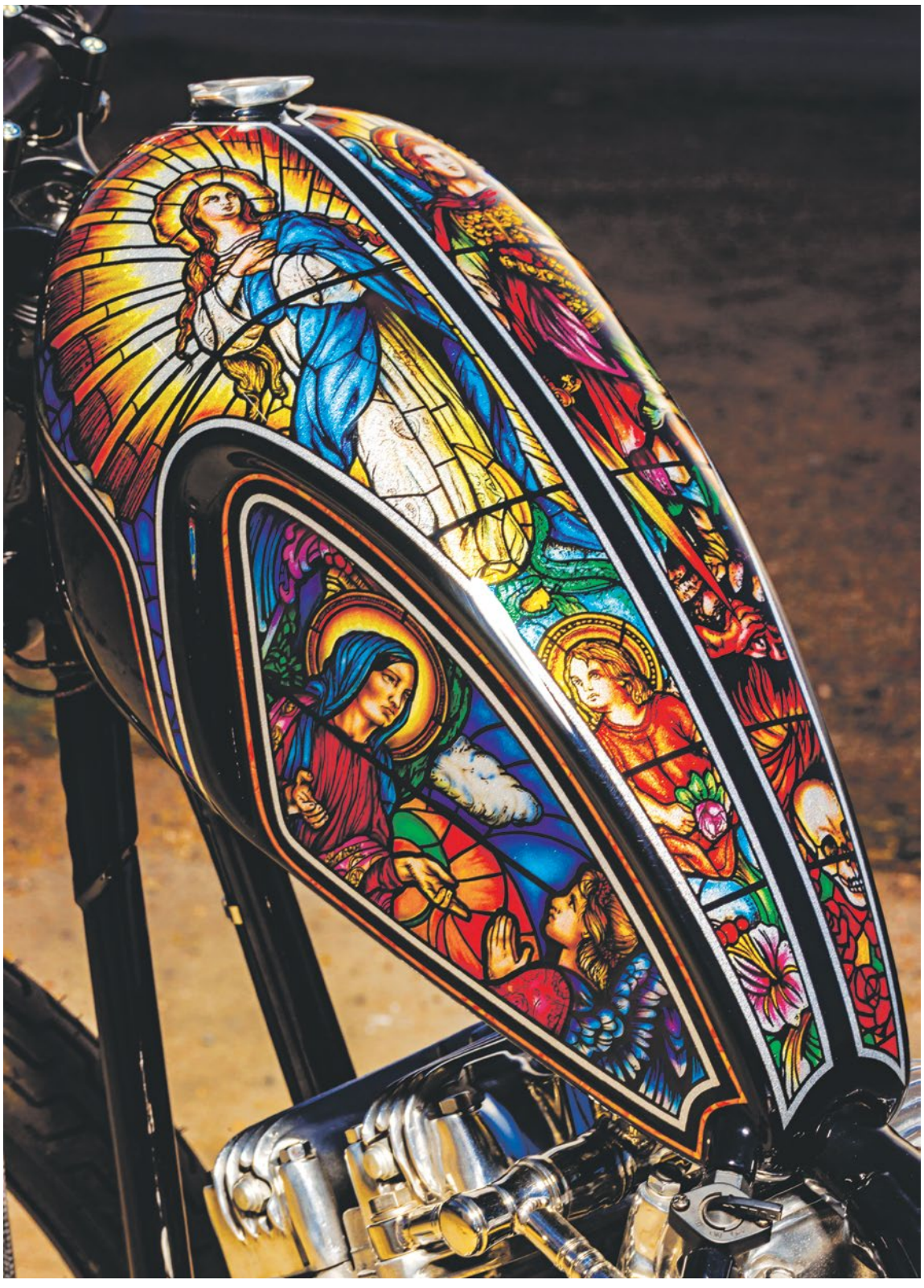
After tirelessly networking and trying to stay afloat in Florida, he eventually secured a job with Sean Slater, brother of surf legend Kelly Slater. Slater's 11 world championships remain unchallenged.

"That was an experience I still feel lucky for having. I had moved to Cocoa Beach after completing school and worked and worked on doing kustom paint jobs on surfboards with Sean. It was fun, but there would be a lot of times with no money coming in because I learned surfers were mostly broke," laughed Drummond.

Florida real estate was nowhere near as expensive as now, so Drummond was able to live beachside for a mere $400.00 while also working at Ron Jon. Eventually, his art career went idle and, after six years, Drummond moved back to Pennsylvania. Working on kustom paint jobs out of his shed, he eventually married and contemplated launching his own business.

"I fell into the bike industry by messing around with helmet and tank paint jobs before I had moved back. My art career was at a stalemate, so I took the plunge of borrowing money from my uncle, and that is when I launched Paint Zoo. It was nerve-wracking, and I am sure my first kustom piece was crude," he laughed. Paint Zoo slowly built up a clientele, mostly by word of mouth. Franny laughed and agreed that Pennsylvania was definitely not known as a kustom kulture community, but his work was earning attention and he steadily grew his business. As each final design boasted more meticulous techniques than the last, it felt like Drummond betting on himself was no longer a gamble.

"I was always eager to learn every technique I could because kustom paint can have a lot of steps, and even though you may not use every skill daily, having that extra knowledge can only help. I sometimes see people skip steps or just feel satisfied successfully copying what came before them. I think people should take risks and work to be versatile. Even the greats didn't know every technique but eventually,



THE SHOVELHEAD

Words and build by Ryan Gore

The bike is a 1974 Shovelhead I picked up in Canon City that had been sitting in a shed for six years. I got it running and then it immediately blew it apart. All I kept was the motor, trans, and lower frame cradle. Stretched the frame up 4 out 2 and hardtailed it with some looptail style castings. Machined the top motor mount and country bar out of stainless and added a few other details. Made a curved aluminum oil tank with some supreme wheel inspired end caps. The tank is a narrowed blackbird. Handmade stainless foot controls, struts, linkages, etc. Invader wheels from my buddy Rick at RKB Kustom Speed. The hand-tooled leather seat was done by Curt Green at Bare Bones Leather. Shaved a 39mm front end and went with black DLC coated tubes for the murdered-out look. Paint by Franny Drummond.

My name is Ryan Gore and I'm a bike builder in Fort Collins, Colorado. I'm a one man band focusing mainly on hand crafted parts and bikes.
Instagram: @paper_street_customs

Photo by Katelynn Reiss

they learned and built on tradition and became versatile," stated Drummond.

His versatility sets him apart from his peers thanks to successfully bridging the gap between two sharply contrasting passions; sports and kustom kulture. His vision led to an ongoing collaboration with NHL club, Philadelphia Flyers, and a memorable relationship with goalie Carter Hart.

"Hart is such a strong kid! To play in a city that puts that much pressure on its stars is very difficult. I have always loved sports and played ice hockey since I was a young kid. Working with the Flyers started with a straight-up cold call to the organization! They were doing a charity event, and I wanted to donate some kustom panels. I got invited to the event, which was awesome, and was approached by Flyers Neil Little and the late Ray Emery. They asked if I did helmets, and I was like, 'yeah, ok' because I didn't believe, for a second, anything more would come of it," laughed Drummond.

Paint Zoo's partnership with the Flyers began in 2009. Drummond's personal connection intensified the following year after the Flyers lost both goalies to injury and signed Michael Leighton. The team went on a playoff run while Drummond was expecting his son. He bet his then-wife that if the Flyers earned a trip to the Stanley Cup Finals their son would be named Leighton. Despite not earning a finals berth, the couple remained true and christened their child Leighton.

"The irony is he doesn't even watch hockey! I continued forming a great relationship with the Flyers and was asked by Carter Hart to collaborate on a helmet design. He surprised me and wanted to go with an AC/DC design. It was different from the other comic-themed designs, but that's what being an artist entails, taking risks! Goalies are very superstitious, but Hart was willing to go in a new direction. It was such a rush to see the helmet live!"

Franny's design continues earning praise, and the sports apparel company, BreakingT, utilized part of his design and reworked the basic image for their Flyers-based merch.

"To me, kustom kulture is so much more than just one thing! People ask me how I did sports-themed projects, but I firmly believe that handmade work is one of the many things of kustom kulture because it's someone putting their heart into something. For others, they may expect handmade work to always have perfectly symmetrical lines and designs. For me, I don't really wanna see that! Art is filled with beautiful mistakes and that's what makes it unique. What is perfection? I chase that so-called imperfection because, in the end, it's natural because it was made with heart and passion," concluded Drummond.

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AWESOME AIRBRUSH ARTIST!

JESSIE MADERA

By Jeff Alexander

Since arriving on the kustom kulture scene, airbrush artist Jessie Madera has tirelessly worked to challenge her skills while ultimately elevating the medium. Utilizing her fine arts background, Madera has steadily grown her clientele while expanding kustom kulture's paradigms.

"I feel the only way to move forward is take a risk and do something different. I understand that people can feel safe repeating certain themes and working in certain elements but that's not me. Iconic themes are classic for a reason but as artists, we should always be working to challenge ourselves and personally, I feel I've gotten the best recognition working outside the box," affirmed Madera.

Beginning her craft in fine arts utilizing canvas mediums, Madera transitioned to airbrushing after attending various car shows, but only later did she realize just how versatile the medium was.

"Airbrushing caught my eye but I didn't feel the designs I was seeing were well-executed. A lot of people when they're first exposed to air brushing, don't always see high quality work. I'm stubborn, so when I first started airbrushing, I worked

FIND JESSIE ON INSTAGRAM: @THEPAINTINGBUZZ

on using realism which was in heavy contrast from the normal car type imagery but I was determined to paint the designs that spoke to me," she recalled.

Madera ultimately earned the respect and recognition from Titmouse Inc., one of the biggest animation studios responsible for *Big Mouth*, *Star Wars Galaxy of Adventures*, and Marvel's *Black Panther*. The recent project focused on creating two van panel pieces to complement the offices and to date, remains Madera's most ambitious project. Brought aboard by Dave Shuten to work on the kustom paint, Madera quickly learned just how involved the project would ultimately become.

"Dave has been a friend of mine for a few years and essentially subcontracted me to handle the airbrush portion. He thought my style, color, and realism ability to replicate imagery would be perfect for the Titmouse project. After a year of back and forths, the art was supplied in June, 2021 and that's when I flew out to paint," she said.

Asked how many hours of paint time she invested in both van panels, Madera estimated over 140 hours over the course of 15 days.

"The studio wanted something very specific and I was initially supposed to design the art work but they were a little indecisive so they put it on hold. Then they got their team back together and the resulting design on the blue, *Steller Cruiser Booty Mover* was done by Bill Sienkiewicz and it came out great!"

Additionally, Madera worked on the second panel, titled *The New Troglodyte*, named by renowned artist Robert Williams and with art designed by *Dungeons & Dragons* illustrator Erol Otis. For Madera, the intense collaboration has earned accolades and the opportunity to further broaden her audience but any project on that level comes with challenges.

“I feel the only way to move forward is take a risk and do something different.”

“I’m very grateful for the opportunity and I really thrive under pressure, I feel that’s when I do my best work and it certainly was challenging. The wait time was long and a big fear of every artist is that a project won’t go through, but that was my only reservation. I’m glad they went with those designs and I airbrushed them all. The blue side took me 14 days and I completed the gold, trog side in about 5 days. I was painting 12 hours a day for like 20 days straight!”

Titmouse was not the only high-profile client that sought out Madera’s talents. Her realism and work ethic caught the attention of Paul Teutel Sr. of Orange County Choppers. Known for their over the top designs and charity work, Teutel commissioned Madera’s services for their Dream Chopper raffle contest.

“He had reached out to me via social media and wanted to know if I was interested in collaborating. It was very random and they were in a rush to complete the project so they came right down to my studio to meet me. Paul was very down to earth and I had nothing but positive experiences with him. I actually told him I had reached out to one of his son’s years ago whom owned an art gallery, and how I never heard back from him. We had a good laugh about that and I felt like I had come full circle with them,” laughed Madera.

The collaboration led to painting raffle winner Joe Rasulo’s chopper, a military-themed piece celebrating his service. The June unveiling took place at the OCC Road House in Florida.

“Paul and I have a good relationship and it was a surreal, little bucket list moment since I grew up near Orange County Choppers. We keep in contact and he knows I am available to work with him again, he’s in Florida now but the door is open,” said Madera.

Madera’s collaboration with Orange County Choppers wasn’t her only military-themed commission despite the imagery’s contrast from her usual realism themes. Motocross racer Carey Hart inquired if she was available to work on a project for his charity, The Good Ride. Partnering with Infinite Hero, Hart organized various motorcycle events to benefit veterans in need. Madera was asked to complete a tank project with minimal direction, which would then be auctioned to further the charity’s work.

“I was very proud to be part of that. I know serving in the military is never easy and it’s such a struggle for so many. I wanted to create a 3D stereoscopic effect for the piece where the viewer needs 3D glasses to experience. I wanted to create something that would be fun and could just take people back to being a kid again, to offset negativity and make them interact and be part of something. I wanted to create in a different direction while still doing something for a great cause,” said Madera.

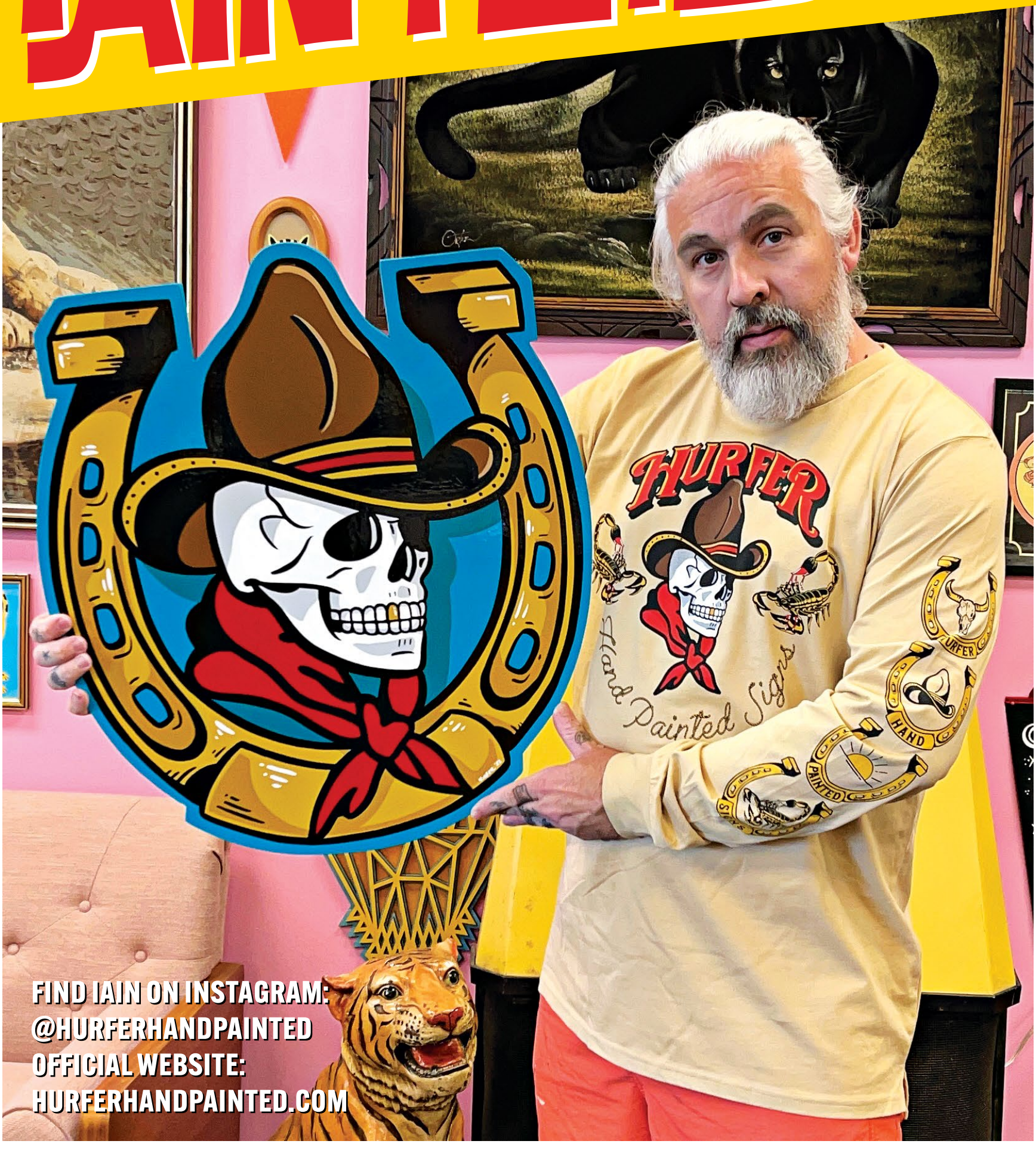
If pushing herself and working under pressure are primary motivators to bring out her best work, Madera also shared that sometimes working totally out of her wheelhouse can yield great results, even during moments of reservation.

"This was such a random project! I completed a helmet for a 2022 Winter Olympics athlete. I was referred to Team Puerto Rico Skeleton athlete Kellie Delka by another artist, which is unusual because nobody wants to have to pass off a client and I am personally thankful that I was thought of enough to be recommended to this athlete. Of course, she wanted something specific such as the all seeing eye on top of her helmet, a winged fairy, mirrored rainbow of roses with microflake, which took me a week and a half," laughed Madera. Skeleton Olympic races are very brief, with some athletes reaching speeds of 81 mph! For Madera, she accepted the fact that her work might be seen all too briefly but she remains excited and grateful to have completed the project.

"That door to work with Delka again is still open. I enjoyed the challenge and pushing myself to work on something that I wasn't familiar with, but I work on setting new, bigger goals every year. It was a very unique experience. How many artists can say they designed and created for an Olympic athlete?" concluded Madera.

SIGN PAINTER

IAIN HURSEY



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HURFER HAND PAINTED

By Jeff Alexander

Iain Hursey of Hurfer Hand Painted Signs continues embracing DIY ethos as he proudly produces compelling, hand-painted signs that embody kustom kulture lines & styles. Preserving the styles and bold color schemes within classic imagery, Hursey proves that despite the shift to digital mediums, there will always be an appreciative audience that still demands hand-made work.

"I really cannot remember a time when I wasn't drawing or appreciating art. I began screen printing merch designs for local bands at 15 and I was really into hardcore. I eventually started a label, Stability Records, and designed and produced all the merch for the bands. It was a lot to take on and certainly not glamorous, but I enjoyed going on tour and selling merch all over, a definite high point! I'd say the lowest point was working to keep up with the demand because pressing plants were a mess, even back then," recalled Hursey.

Stability Records produced records for Bloodlet and Burst of Silence before folding in 1995. Hursey capitalized on his talents and focused solely on screen printing, honing his design skills and learning new techniques with his shop, Graphic 22.

"The company started in 1999, and by 2005 we had 45 people working, and we were at our peak! We were cranking out tons of merch, and people really liked what we were doing. At that time, independent breweries exploded, and I knew a lot of people starting their businesses. We worked with a lot of breweries on original designs and I looked at it like hardcore, you had a lot of creative, hardworking people doing it all on their own, utilizing a lot of DIY aspects. It was a great time seeing people work hard to independently create," said Hursey.

Graphic 22 earned a great reputation and continued growing, but a devastating fire in 2018 gave Hursey pause and forced him to reevaluate his plans.

> "I love the challenge! I like to mix it up to avoid the monotony and use some glass painting techniques or work with wood. Every commission is different and it's nice to see the different tastes people have."

“That was such a tough experience for me to go through and really flipped everything upside down for me. I was getting burnt out from screen-printing because I had been doing it since the ‘90s. I was starting to just paint more and more and enjoyed it and it was a powerful reminder of just how much I still loved art. I was painting some signs for local businesses and just noticed how quickly people gravitated toward my work, which really meant a lot,” recalled Hursey.

Utilizing his business acumen with his passion for art, Hursey took on more commissions and Hurfer Hand Painted Signs was officially launched.

“I love the challenge! I like to mix it up to avoid the monotony and use some glass painting techniques or work with wood. Every commission is different and it’s nice to see the different tastes people have. The sizes and needs of customers vary greatly, so I feel engaged with all my work. It doesn’t offend me at all if customers reject some ideas because it offers the chance to push myself and ultimately complete their projects. I’m happy to see all the positive feedback online, and support has been great,” said Hursey.

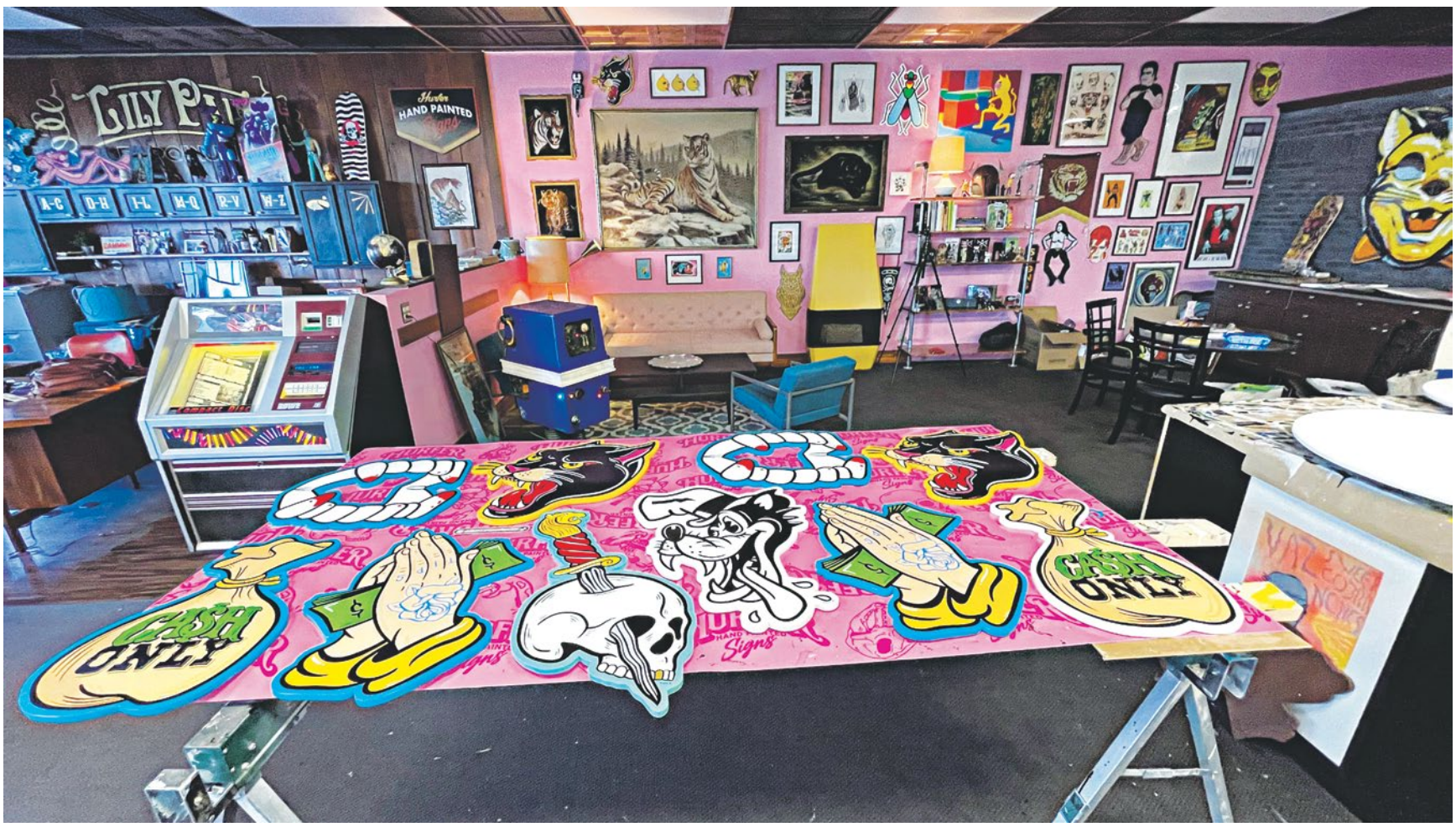
Hurfer Hand Painted has earned well over 200k supporters thanks to his wildly popular time-lapse videos and completed ‘warm-up’ posts. Working in a variety of mediums, Hursey completes woodcuts, glass paintings, and detailed custom signs. Additionally, he is available for custom commissions.

“I’m grateful for all of it because it just keeps things going and makes me feel fresh. Despite my experience, I am still pulling 100-hour work weeks! Maybe longer if I have a tight deadline! When COVID hit and everything shut down, I was working even more! It’s hard to say how long a typical piece takes because what I work on changes daily. I could be working on a 15 ft. sign for one client or a custom request like I just did for a wedding. This requires a lot of attention to detail and focus and I’m happy I have a long list of people that want my work,” said Hursey.

To avoid any kind of burnout, Hursey makes an effort to continue embracing activities that can clear his mind and offer perspective.

“You can always be passionate about your work, but at times, it can be healthy to take a step back. I’ve had to learn that over the years. To avoid burnout, I’ll take a trip and try to relax. It’s kind of like touring but without the music aspect. I can clear my mind, but when I return, I have what I call ‘vacation hands’ and then I have to work to start all over with painting. I love what I’m doing and feel immersed and grateful for the continued support from people that trust my vision when I work on a piece,” concluded Hursey.

“You can always be passionate about your work, but at times, it can be healthy to take a step back. I’ve had to learn that over the years. ”



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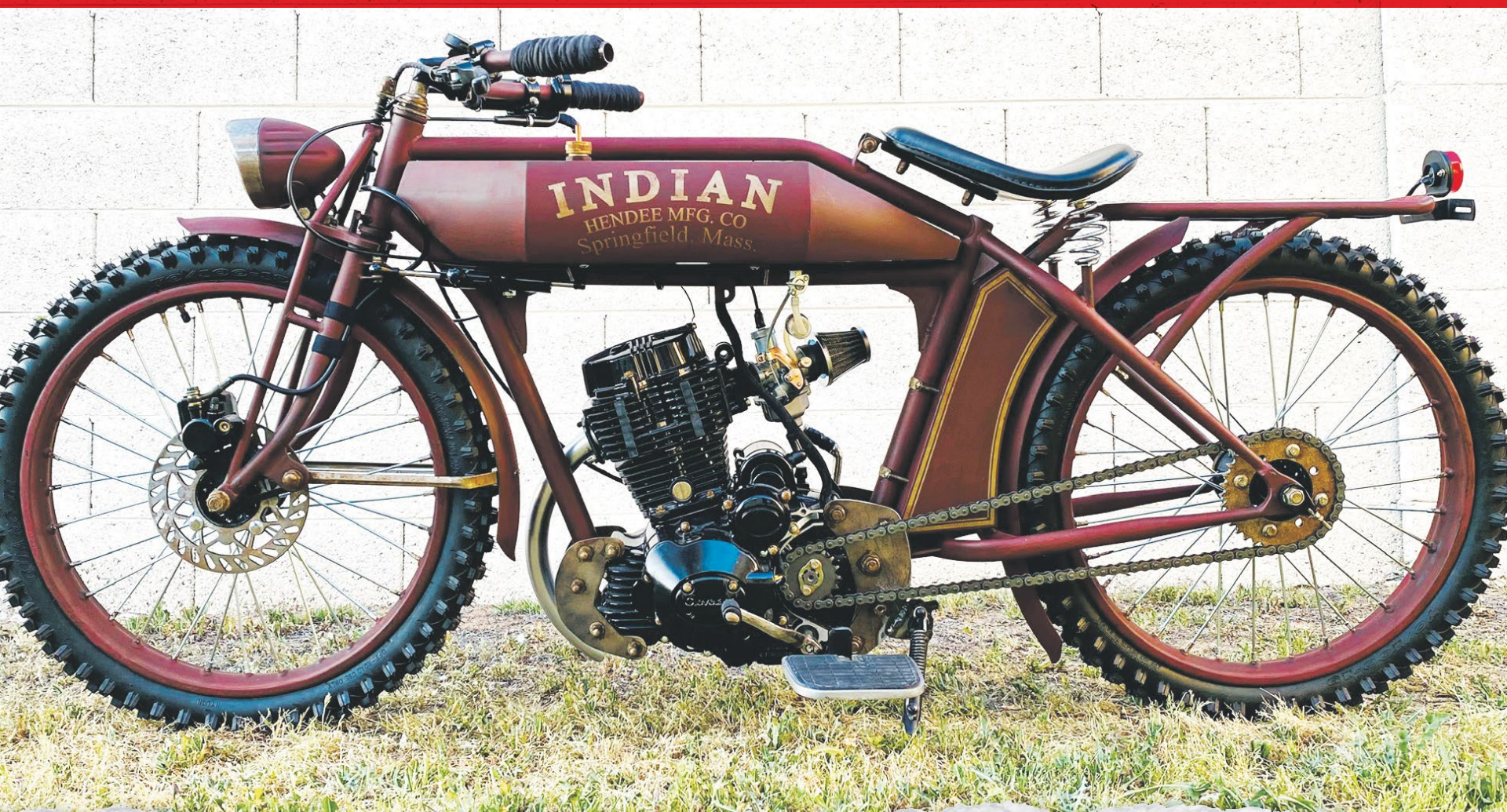


WITH MAD MOTO

By Jeff Alexander

Moto culture will forever be linked with a rider's ambition to push boundaries of speed for personal glory or shatter paradigms to contribute to its evolution. The oft-overlooked world of board track racing was the original home for fearless riders that were willing to die for their subculture in the early 1900s.

The very essence of Americana, board track raceways was largely DIY construction and were well-attended by blue-collar families seeking an afternoon of entertainment that boasted 'thrills, spills, and death-defying speed.' This gave sanctuary to amateur racers, many with no formal endorsements or even safety training, but ambition and adrenalin were all the motivation they needed. Iconic companies such as Indian and Harley Davidson were the crude steeds riders slung their legs over as they pushed the machines to unprecedented heights. Mad Moto Inc. seeks to preserve these historical moments by offering access to these now priceless motorcycles, many of which reside in museum collections or in the hands of the precious few able to pay the price. Builder Mark Anthony has worked to recreate board track racers at affordable price points to offer a new generation of passionate riders the opportunity to turn back time and experience the wild world of board trackers.

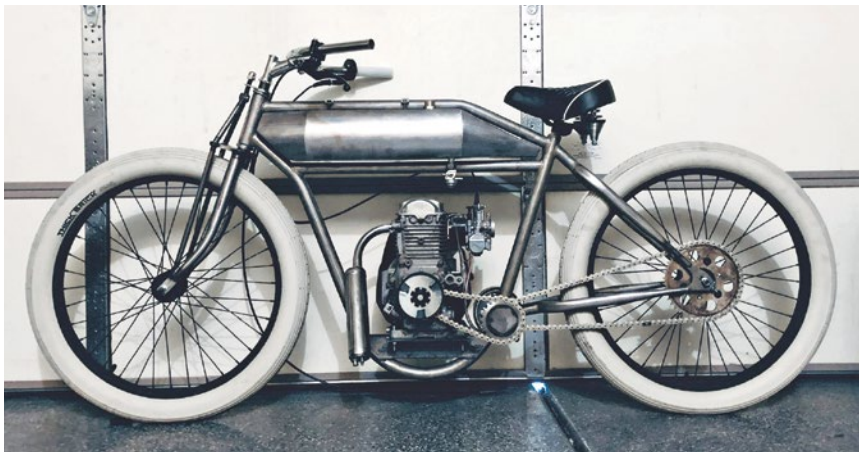
"Everyone will instantly recognize a board track racer, but many are still unfamiliar with its history. I was really surprised when I first laid eyes on a classic board track racer. I was so into it! Just the less is more approach, the simplicity of the design, and how nothing is wasted; every part of it is utilized with a singular purpose. Even though people think they're just single-cylinder machines, to have 3-5 horsepower motors on such light, small rides and with no brakes or true throttle control? Those things fly! The original riders, they were beyond fearless, and I have nothing but respect for them and what they accomplished," said Anthony.

Wrenching on motorcycles as a teen, Anthony was determined to learn more about what lay behind motors. Considering himself self-taught, he briefly attended Motorcycles Mechanics Institute, but financing forced him back to the garage. Undeterred, he continued wrenching away, but mostly for himself and out of necessity due to 'beating on bikes.' As big manufacturers unveiled new designs that supposedly aped last year's 'safe designs,' Anthony began to realize that perhaps modern engineers were getting more out of touch with what passionate riders were craving.

"I can certainly appreciate the engineering of a modern sports bike, but to me, they all look the same, they lack any kind of distinction. I feel they certainly fulfill their purpose, the one purpose of speed, but aside from that, there's not much to build upon in my opinion," said Anthony.

As his skills grew, Anthony decided that if manufacturers couldn't make what he wanted and what he believed a motorcycle could be, he would have to undertake the challenge himself. Nobody was going to mass-produce a board track racer, so Anthony set out to build one for his sole enjoyment.

"After watching documentaries, I still really wondered what it would be like to ride a board track racer. The prices of original ones can easily climb to six figures, so right there, it prices so many people out and just further distances them from something they're passionate about. We know the early racers were bicycles with single-cylinder motors, so I built my first one on that premise. I figured my crazy passion would be just enough, but I was truly surprised that there were others



just as excited about them as I was, and Mad Moto just grew naturally," reflected Anthony.

Launched on the premise of 'no great genius is without a touch of madness,' Mad Moto Inc. formally launched in 2017. Paying homage to the Indians and Harleys of the 1910-1920 era, Anthony set simple goals, using the idea that as long as he had some kind of waitlist, no matter the length, he was successful according to his benchmark. His first celebrity customer was Christina El Moussa of Flip or Flop fame. The realtor and interior designer has enjoyed lengthy success on HGTV and is currently with her new program, Christina On The Coast. Her former spouse, Ant Anstead of Wheeler Dealers had reached out to Anthony via social media back in 2018 with the hopes of having a custom anniversary gift made to incorporate his love for moto culture with Christina's flair for design.

"That was certainly a great experience! Her eye for design is impressive and Anstead is very passionate about cars and bikes. He's from England so they wanted something that would incorporate his love for moto culture and pay homage to their relationship. So why not a board track racer," laughed Anthony.

Completing the custom order in only a month, Anthony was flown to the couple's home to present the gift.

"Their home was impressive, mind-blowing stuff! She has a knack for design, so I wasn't surprised that her own home was so unique. The experience was very memorable and I'm just happy to help others share the passion of board track motorcycles," said Anthony.

Mad Moto Inc. is currently growing its customer base and Anthony seeks to make subtle improvements to the original designs that first thrilled onlookers over a century ago.

"I'm working on expanding motor sizes. Right now I build a 250 once a month, which has more power than people think. I know some scoff because you can't take it on a highway or whatever so I'm working to offer more options. The demand for electric rides keeps going up and people have been asking, so I'm working on ways to refine that kind of design and have an all-electric racer. I feel as long as I have some kind of work to do and a project keeping me busy, I'm more than happy," concluded Anthony.

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MORMAN KUSTOMS

Words by Jeff Alexander // Photos by Toni Dengel

The Midwest has been home to some dedicated kustom builders seeking to carve out their own niche, proving that blue-collar work ethic and creativity is alive n' well. Mike Morman of Morman Kustoms fell in love with kustom kulture through the path of music, but he still shares childhood anecdotes about wrenching with his father with youthful enthusiasm.

"I was always hanging out with my dad because he was a painter and was into '57 Chevys and hot rods, and I would always be there to lend a hand. We would attend shows and swap meets around Columbus, and I'll never forget seeing this rockabilly band, I was hooked! I play upright bass and drums and have been in bands for 20 years. I fell in love with the entire subculture; art to bikes to cars!" recalled Morman.

Ohio continues to be a hotbed for kustoms, and Morman recalls everything began organically as builders and prospective wrenchers would simply hang around at the small shops, gleaning tips and tricks from the grizzled vets that were still at it decades later.

"The Horse Backstreet Choppers Magazine was really respected, and everyone seemed to have a copy. They used to do this event, The Smokeout, and the local rally was well-attended, back in 2005. I would see the same people from my community gather, and we would see mostly stripped-down, independently built bikes. I got my first basket case with my dad, an '83 Ironhead with everything in boxes, of course," laughed Morman.

With his father's knowledge rooted mostly in hot rods, Morman set out to complete his first build in 2005. Hanging out at the local shops and doing some odd job work, Morman sought mentorship from the grizzled vets and learned even more with a mouth closed and open ears approach.

"It was never my intention to just walk in and have people do it for me. I wanted to learn, so I would do odd job work around shops just so

> "I was always hanging out with my dad because he was a painter and was into '57 Chevys and hot rods, and I would always be there to lend a hand."

I can gather as much information as I could while learning hands-on from the people that continued to do it well. I got help on wiring, oil lines," reflected Morman.

After completing the Ironhead and eventually selling it to 'move on to bigger, more challenging things,' Morman spent the next six months on a '76 Shovelhead. With a nuanced approach, he learned the value of going over everything multiple times and with no deadline but his own, completed the bike to his satisfaction.

"I had a hardtail chopper frame, Frisco tank, solo seat, 8-over front end. I was proud! When my family and I moved to Cincinnati, I was lucky enough to visit Sucker Punch Sally's a lot, this great shop that continued inspiring me. I couldn't wait to go home and start cutting into stuff in my garage!"

Morman Kustoms was launched right in Mike's garage during the height of COVID. With his wife's support, Mike would finish his parental duties and head to the garage daily, beginning simply by completing one-off parts for friends.

"My shop is really only two years old! My wife was so supportive and inspired me to continue with my skills and see if I could turn that into a business. Nothing comes easy! There was a lot of trial and error and it was just me and my kid handing me tools when needed," laughed Morman.

Morman Kustoms is best-known for narrow ape hanger bars, exhausts, shaved brake mounts, and lowered leg front ends. It wasn't until Mike completed 'Nervous Breakdown' that his one-man shop really began earning respect and positive social media attention. Requests for similar one-off accessories found on his bike began coming in, proving he was on the right path with Morman Kustoms.

"It's a Shovel motor with '79 flywheels and heads are from '76. Pretty much everything on the bike is hand-built, and I certainly had help and a lot of headaches! I made the pipes by hand, and they always get a lot of compliments. It took multiple efforts to get the paint done. The original painter said he had taken things down to bare metal, but he didn't, so it all had to be redone. I always recommend patience and trying to keep your cool, but it can be hard, especially if a bike passes thru many hands. I'm overall, very happy with how it turned out and I cannot thank everyone enough for all their positive support," said Morman.

'Nervous Breakdown' was invited to a Sturgis event and even made its way to St. Louis, earning media attention along the way. Morman was grateful and initially surprised by all the positive attention. Crediting the subculture's overall desire to help each other, he simply cannot ignore the amount of talented builders that have sprung up over the years.

"I've really been thinking about all the amazingly talented people I keep meeting along the way. From local events years ago; I would see a community of people really interested in choppers but we didn't always see a lot. Now? There are so many uniquely creative individuals making some amazing stuff!"

Morman Kustoms continues as a solo operation, right in Mike's garage, but with a growing clientele, the next step has to be a larger space.

"I'm happy people continue liking what I do. I feel I'm in a good place now and not too overwhelmed. It's been awesome to see kustom chopper scenes grow. I'm currently building a bike for my wife, and it's a great feeling to look over at the rolling chassis and mock-up and feel energized! I don't have to fight burnout because I've been involved with the kustom kulture scene and music for pretty much my whole life. I feel there is always something new to see and learn," concluded Morman.

Find Mike on Instagram @mormankustoms

MORMAN
VANS OFF THE WALL
GARAGE-B

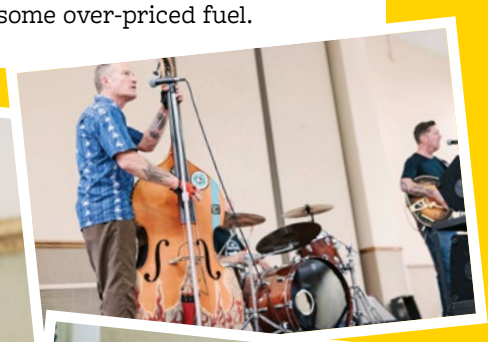
EVENT COVERAGE

MOTOR MANIA

1

Words by Hot Rod Chuck
IG: @hotrod_chuck
Photos by Shane Laugerman // IG: @t.t.media

As John and Mike from Motor Mania say, “When you catch Motor Mania, the only cure is more Motor Mania!” As we arrive at the Washington County Fair in West Bend, WI, we can hear the rumble of motors before we even enter the gates, and of course, the nostalgic smell of fuel. Entering the main hall, we are greeted by none other than the original monster truck, the Big Foot Truck (you know you remember it), surrounded by an array of cars ranging from European sports cars and American muscle cars to hotrods and other monster trucks. There is truly something for everyone.



3

Before we leave, we make sure to stop by the Rod and Style booth to watch Skratch pinstripe a sense cover for a local photographer, whose photos accompany this article. The rockabilly band, Three Blue Teardrops, playing in the background has gained a small crowd of attendees taking in all the festivities. Once Skratch finished pinstriping and the band goes to intermission, we almost reluctantly leave the sights of these amazing vehicles – but it is time to burn rubber and some over-priced fuel.

2

We leave the main building and head to the Automotive Hall of Enchantment, hosted by Rod and Style, Skratch's Garage, and Kustom Kollette. Here, we enter a different atmosphere and time. We are not greeted by Big Foot, but rather a 1953 Ford Kustom owned by Jeffrey Jones, with a stunning glass roof and fully kustomized, from end to end. There are clean rows of other kustoms pleasingly displayed beside it, ranging from mild to wild. Once you peel your eyes from the glamorous kustoms, you're met with rows of hotrods, some are simple and clean, others are simply outrageous. The hand-built T from Dempsey Kustoms portrays a definite homage to drag racing with its blown small-block Chevy and builds like the Purple People Eater. I walked the rows again.

4

Motor Mania has a burnout contest, and every year amateurs and professionals compete; the winner takes home a cash prize. It's a fun time, but the pit was brutal to the cars! We saw smashed bumpers, burned-out tires, and flames from exhaust – but in the end, it's all part of the experience and all the excitement, laughter and smiles help distract from the damage. Even when the contestant crashed their car into the wall, or completely smoked their tires to the rims, they were smiling ear to ear.

Motor Mania is more than just a car show, it's a brand and a way of life that is seen in every aspect of this show. Make sure to head over to themotormania.com for the latest on their upcoming shows, and find them on Facebook, Instagram, and Youtube today! We hope to see you there next year!

WEATHERING THE SIGNS OF THE TIMES WITH RONAN PAINTS

By Jeff Alexander

IG: @ronan_paints
RonanPaints.com

Artists have always exhibited a brand loyalty to the tools that help bring their creativity to life but ongoing supply chain issues took every industry and artist by surprise. Kustom kulture has always worked to capture passion and imagination with stunning bursts of color and craftsmanship, but how did artists cope when confronted with a lack of available paints to finish their projects? Ronan Paints of Newburgh, NY answered the bell for the unprecedented demand for paint and lettering enamel during the pandemic.

"I'm proud to state that Ronan Paints is perhaps the best kept secret in the kustom kulture world," said Matt Panuska. Serving as vice president of sales & marketing, Panuska offers a unique vantage point as he shared Ronan Paint's long history and the current state of supply and demand for quality paint that is vital for the subculture.

"Ronan Paint actually dates back to the 1890s and served many traditional sign painters for decades. As art evolved and demands changed, pinstripers were using the paint to complete their projects. Our company, Coventry Coatings Corp. (owned by Kirker Automotive) acquired TJ Ronan Paint in 2018 because we saw value in Ronan, but it was a big challenge because we had to do a lot of research and hoped we could work to inject a whole new life into the brand," recalled Panuska.

Traditional sign painting and pinstriping can be perceived as a dying art form, but the explosion of kustom kulture and its international, mainstream status proves otherwise.

> "I can see some people saying the art is on its way out but look at kustom kulture's growth over the years!"

“I can see some people saying the art is on its way out but look at kustom kulture’s growth over the years! I love seeing how people continue taking a traditional art form, like sign painting and getting so creative with it and putting their own stamp on it. We continue seeing a strong resurgence and there continues to be a demand for high quality, handmade craftsmanship,” he stated.

The initial research included scouring kustom kulture forums to see what supplies artists were using and what praise and complaints they had.

“We did a lot of research on Ronan and spoke with so many experienced, old timers in kustom kulture that have used Ronan. During the pandemic, so many people were coming out stating they couldn’t find any quality paint and suddenly, there was a shift from brand loyalty to going out and trying something new to them. I’m proud we continue fulfilling their demands,” stated Panuska.

Panuska clarified that supply chain issues don’t always stem from simply not having finished product on shelves but to the challenge of not even having the raw materials on-hand to begin the manufacturing process.

“I believe all painting suppliers are having a helluva tough time right now. Raw materials are increasingly hard to source and store right now; pricing is thru the roof! Manufacturing on the supply side is down everywhere. Resin and pigment plants are going offline and it’s a tough go-round for many people. Much of the paint we make is petroleum-based and that has been impacted by rising gas prices but we’ve worked to deliver to customers by adding warehouse personnel and even expanding it. I’m proud to able to serve customers so they can complete their work.”

Hailing from Newburgh, NY, Ronan Paints is aware of the local challenges its community faces. From ongoing youth gang violence to community leaders seeking to expand downtown’s slow resurgence, Panuska has worked to embrace stakeholders that work toward the ultimate goal of refreshing Newburgh by alleviating violence, embracing the burgeoning artist community and preserving classic architecture.

“We moved our plant to Newburgh 17 years ago and we were well-aware of the struggles communities faced. A lot of our staff is local and we know it’s a tough neighborhood. We’ve been connecting with people involved in the arts over the past decade that have worked to revitalize the area and there are a number of talented sign painters right in our own backyard! We’ve donated paints to local non-profits seeking to transform their buildings,” said Panuska.

As Ronan Paints continues its re-branding, Panuska has noted kustom kulture’s resurgence within different mediums and generations.

“I continue to have such a strong appreciation for the art. I am seeing kustom kulture grow not just in traditional pinstriping or sign painting but within sculpture. The misconception people seem to have is that the art is for old timers, if you will, and that’s not the case at all! I am seeing great work from new generations that continue embracing the subculture and it’s refreshing!”

Panuska concluded, “When we began after acquiring Ronan, we saw such brand loyalty to other companies like users getting company logos tattooed! That’s an honor. We know Ronan has a long history and people have given us such positive feedback but there are still so many talented people that simply don’t know about us yet. We hope to change that and create our brand loyalty.”

The Pinup and Hot Rod art of VICTOR MARQUEZ

By Jeff Alexander

As the pinup subculture continues its resurgence, we're reminded that its versatility has given way to an international following of new artists and models working to keep the timeless ethos alive. Hailing from Peru, artist Victor Hugo Marquez Mantilla continues creating nuanced pinup art despite the challenges of his country being distant to the events that keep the subculture burning brightly.

"It can be hard because, in Peru, unfortunately, pinup culture is not practiced, much less hot rod culture. The art here is mostly folkloric and that is why I feel totally out of context in my country. I had discovered pinup art from compatriot Alberto Vargas when I was 14, but here, there are few people that know him. I was captivated by the beauty of his illustrations! I also learned about the culture from American magazines, where I could fully appreciate those wonderful machines! I fell in love with big engines and wheels on modified cars from the '30s-'50s, and the caricatures of these hot rods blew my mind!" recalled Mantilla.

Refusing to allow distance to stand in his way of learning more and contributing to the subculture he fell hard for, Mantilla continued to immerse himself in art and carved his own path, as many DIY artists have.

"I've been drawing for as long as I can remember. As young as 8, I would really notice everything around me on a different level; shapes, colors. My first artistic references were simply Hanna & Barbera and Disney because of the animation. Local comic strips from newspapers had Peruvian artist Carlos Rose ('Crose') was also an early reference. North American artists that inspired me to make hot rod caricatures are Dave 'Big' Dale, Dave Bell, Ed Roth, and George Trosley," recalled Mantilla.

With no formal university training, Mantilla continued building his skills. He recalled a funny anecdote using a non-traditional reference to further advance his passion for art.

"I was just watching a police movie on television and, in this one scene, a robbery victim had to describe the suspect to a cartoonist of the police department. The camera actually showed in detail the precise moment in which the artist drew the suspect's face. Without much thought, I ran to my bedroom and took the first piece of paper and pencil that I had at hand, and began to produce the lines made by the artist on the screen. I could say it was my first YouTube-esque tutorial," laughed Mantilla.

Utilizing the same imagery that have become staples within pinup culture, Mantilla feels his approach contrasts from his peers due to his distance, perhaps contributing to a stronger appreciation for the sensuality of women and classic pinup imagery that he worked to immerse himself in. With no local events in his home country, Mantilla appears grateful for any opportunity he had to see and learn more about the subculture that captivated him.

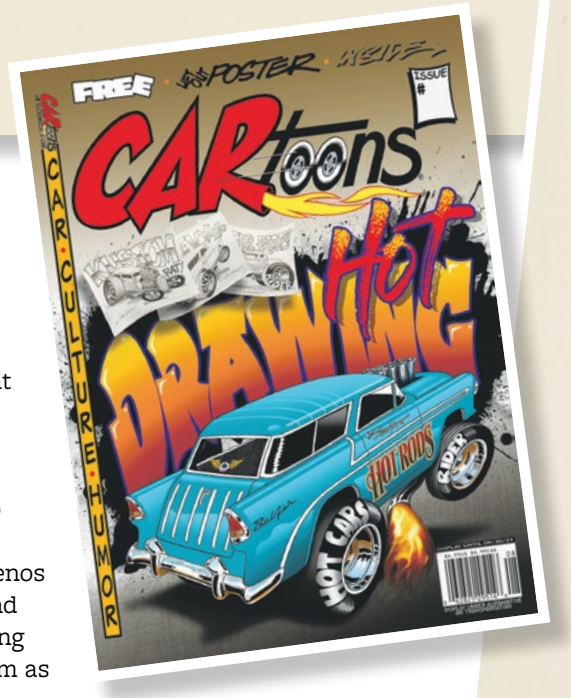
"My pinups are real women and I draw them respecting their authentic forms to honor their natural beauty. I definitely use classic rockabilly and burlesque style. When it comes to working in a favorite medium, I stick with pencil and paper as I find it very friendly and romantic. I like to feel the pencil stroke on the different

textures of paper and I feel that the drawing has warmth and is expressive. I like to work directly with models and get to know them and their tastes and preferences of how they want to look in their illustrations. It's flattering for me that they trust my work and the reserve I have respecting their privacy," said Mantilla.

In 2019, Mantilla decided it was overdue to fully immerse himself in the subculture he cherished, so he embarked on a trip to Buenos Aires for Kustom Art 10, hoping to surround himself with like-minded individuals seeking to keep the hot rod flames burnin' and form as many connections as he could.

"Authentic pinup and hot rod culture is practiced there and very much in the style of North America. I was able to participate in the kustom art exhibition with different artists from around the world. It was an unforgettable experience because I was able to feel and touch closely this culture I love so much! To be surrounded by motorcycles and modified hot rods inspired me and I plan to travel to Europe to expand my world and art. One of my dreams is to visit Viva Las Vegas and get to know this fantastic and magical spirit that is so distinctly North American. I want to interact closely with its culture and continue learning from it.

I would like to have the opportunity to participate in an artistic event and to be able to show some of my art to the North American public," concluded Mantilla.



Follow Victor on Instagram: @victormarquez_pinup_art

LAUGH THERAPY WITH NATALIE CUOMO

"You have to be mentally ill to do something like this!"

By Jeff Alexander

Photo by Ehud Lazin / IG: @ehud_lazin

Hailing from Queens, New York, comedian Natalie Cuomo carved her own niche by transitioning from the kustom chopper community to the unpredictable world of comedy.

nataliecuomo.com
IG: @nataliecuomo_

As co-founder of Classy Trashy magazine, Cuomo was immediately drawn to the chopper scene thanks to her ex-partner but affirms comedy is her true calling. She reflected on first being drawn to moto culture.

"I really learned to appreciate the chopper community and was drawn to the customization aspect and personalizing bikes. I learned about wrenching and general upkeep and decided pretty quickly that I wanted my own; Bought an '85 Ironhead and loved it but I eventually had to sell it because I could no longer dedicate the time to maintaining it. I shifted focus to putting all my efforts into comedy because that's my true calling," stated Cuomo.

Classy Trashy folded after a year and Cuomo moved ahead pursuing her passion. A graduate of the Stella Studio of Acting, she honed her craft to further learn the nuances of the stage but she quickly found comedy suited her best.

"It just became my number one passion. At first, I was afraid but I never thought I was shy growing up. I felt studying acting taught me a lot and it did equip me with the tools for performance but after a while, I just felt stuck," lamented Cuomo.

For comics, one metric of success is how well the room interacts with the individual and their material. Cuomo stresses that comedy is not simply delivery and big, loud personalities but carefully crafted writing is an absolute must for a comic's longevity.

"I always work hard at the writing aspect. I think in New York, despite what some people may think, a comic can't get away with jumping on stage and saying something offensive just to be offensive and expect people to laugh and then have some career doing that. I feel the competition is healthy and even the crowds here hold comics to different standards. There certainly are judgmental crowds but it seems to make performers work harder," stated Cuomo.

For Natalie, creating her own niche was a necessity as she affirmed that women comics are still rare in comparison to her peers.

"Women comics do get a lot of hate online and it's nauseating. It's distressing but I learned to let it go. My photospread in Stag Magazine somehow generated a lot of talk and it's funny now because I always felt confident about my tits and never thought about them much until then. I guess people making mean comments think it's helpful feedback. I did learn public nudity is not my thing but I don't regret doing it," she laughed.

Cuomo has become a stalwart in New York's comedy nightlife and earns consistent gigs, including New York Comedy Festival, The Stand, and Caroline's On Broadway. Additionally, she produces a bi-weekly show for The Stand and a weekly showcase at Tiny Cupboard in Brooklyn. So how does a self-described edgy comic wade thru the waters of hypersensitivity expressed daily via social media and news outlets?

"I certainly do have material that can be considered offensive but after giving it some thought, maybe members of an audience are offended because they can relate but maybe they're embarrassed to have experienced the same things? I don't really give a shit about 'canceled' stuff in the news. I don't set out to offend or even shock an audience but to create connections; if a connection can be based on something 'dirty' but they laugh and relate to it, I know I'm doing something right. That night at least," laughed Cuomo.

Time Out Magazine took notice and Cuomo earned well-deserved accolades, and not even a pandemic quelled her ambition. She engaged supporters via Zoom and once restrictions eased, she returned to the stage, regaling fans with her 'bad life choices' and relatable demeanor.

"It was so flattering to be included in Time Out, just a nice way to be recognized for the hard work. Comedians are still paid like shit. I know people that have appeared on Conan multiple times yet still have crummy day jobs."

Cuomo is currently developing another podcast centered around the premise of advice columns. Serving as another vehicle to creating connections, Cuomo continues earning positive support while holding her own in such a fast-paced profession.

"Everyone loves giving advice, no matter how bad it is. With this project, I want to flip the script so to speak. Instead of having listeners come to me for some shitty advice, I'm taking the plunge and asking them to give me shitty advice. They can all laugh about my bad decisions, crazy times, and life choices that haven't gone right. I feel *Help!* is the perfect name for it. As for advice to others, just be a nice person and stop being such a fucking dick. I hope that helps someone, somewhere," concluded Cuomo.

TALKIN' WHISKEY

Speakeasy Motors American Whiskey Company was founded in 2019 by Evan Favaro, owner of Speakeasy Motors in Wallkill, NY.

With a focus on hand-built hot rods, motorcycles, and metal fabrication, that same craftsmanship is carried through to the whiskey company. Our whiskey is distilled entirely from NY grains and aged in new American oak barrels. Speakeasy Motors Whiskey Co is a lifestyle brand for motor culture and spirits and is "The original whiskey of motor culture."

The 1930 Model A on the label is Evan's personal car, and as of Summer '22, our rye whiskey is available in over 80 locations throughout the Hudson Valley and NYC.

The fabrication shop is located in Wallkill and the distillery is located in Pine Bush and serves handmade cocktails in the tasting room every weekend. Evan partnered with a local distiller to distill and build the 1920's styled tasting room. Our tasting room is a place for people to come and experience the brand firsthand.

A small batch of Maple Rye is also available, as well as fruit brandies, liqueurs, and non-whiskey spirits available under the Liquid Mercantile brand.

COCKTAIL RECIPE

Our crowd favorite cocktail is the

FEDERAL RESERVE

- 2 oz rye whiskey
- 1/4 oz Fernet
- 1/2 oz mint syrup
- 2 dashes of Angostura bitters

Shaken on ice and poured into a coupe cocktail glass, garnished with 2 spirit soaked cherries and a mint leaf

You can substitute the mint syrup for simple syrup/sugar, and if you don't have Fernet, any bitter liqueur from the Amari family will do.

That's the beauty of craft cocktails and moto culture — *you can make it your own!*

Speakeasy Motors American Whiskey Company, the original whiskey of motor culture.

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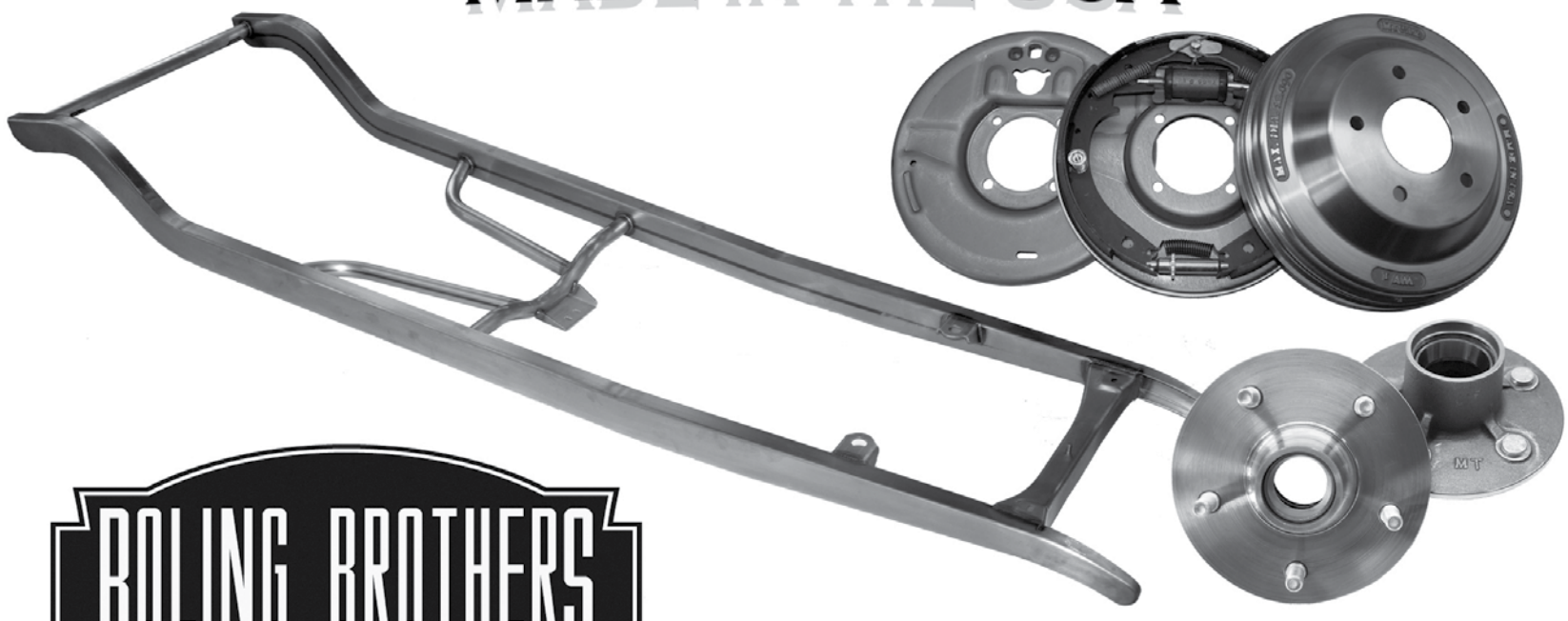

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